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REV. WILLIAM BENTLEY, D. D.
1759-1819

From the portrait by Frothingham owned by Peabody Museum, Salem.

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No. 1

THE DIARY OF AN OLD NEW ENGLAND
MINISTER.*

BY FRANCIS A. CHRISTIE, OF THE THEOLOGICAL SCHOOL,
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The morbid emotional self-consciousness of such a journal as David Brainerd's was not likely to find imitation in the active seaport society of Salem. But journals were kept there. Hawthorne began one at the tender age of twelve with the motive of self-improvement in expression, and the practised ease he gained appears in the later notebooks, which are cherished illustrations of his grave and graceful style as well as of the artist's propensity to transmute experience into symbol and dream. The Salem boy doubtless did not know that his most eminent elder townsman was an indefatigable diarist, jotting down in careless, awkward language matter not meant for an imaginative version of life. Certainly too the older Salem diarist was not recording his spiritual condition. The Reverend William Bentley, a short and portly clergyman, living an unhampered celibate life, was wont to close days of phenomenal industry by hasty and incisive records of event and comment. After his vigorous walk

*The Diary of William Bentley, D. D., Pastor of the East Church, Salem, Mass., 4 vols. Published by The Essex Institute. Vol. I, 1905, pp. xliii, 456; Vol. II, 1907, pp. 506; Vol. III, 1911, pp. 601; Vol. IV, 1914, pp. 737.

in the early morning he had stood at a desk all the forenoon working on sermons and correspondence, on manuscript text-books in science or languages, on scripture commentaries, local history, critical reviews of books read, on bi-weekly summaries of home and foreign news to be printed in the newspapers, on parochial records minutely exact as to family occupation and personal circumstance. Other hours were given to private pupils, to parish visits, to care of the poor and sick, to catechizing the young or attending the School Board, or to watching with an eager and accurate eye every detail of local industry, politics, health, and weather. An unflagging curiosity made him familiar not only with the virtues and vices of his community, but also with twenty languages, ancient and modern, and therefore with the ways of men afar in space and time. In the evening he was occasionally something like a University Extension lecturer, and when he got to his bedtime-diary he did not relax into sentimental self-contemplation. His attention was still on the not-self. In youth, to be sure, he had begun to make record of his moral experiences, but after some hundreds of pages had abandoned the practice. "Cool reflection told me a few devout prayers, and well conceived reflections were better than whole volumes of confessions of feelings and vanity. Passion should be described, not lamented. Resolutions should be noticed not as made but kept" (Diary, II, 277).

Introspection, then, finds no place in the four substantial volumes of diary, which cover a period of thirty-five years (1784-1819). Even when unhappy relations with his father and brothers extort expressions of pain and vexation, he is brief and objective, recording painful facts but not his self-pity. Eager he was, undoubtedly, for public recognition of his abilities and accomplishments, but he is silent about praise, and leaves unmentioned an honor conferred by a Pennsylvania college, and the handsome offer of the Presidency of the University of Virginia. When at his life's end Harvard College tardily bestowed the degree of Doctor of Divinity, he records the event and the fact that his heterodoxy had been an obstacle, but he made not the slightest comment.

Undoubtedly too he was a man of warm and tender affections, but only rarely did he yield to their sweet pressure when the diary was opened. Once indeed he did, with words of touching, unselfish solicitude, recording the marriage of his dear young pupil and friend, Hannah Crowninshield, and again when Captain Benjamin Hodges was taken with a bleeding of the lungs: "I never was more alarmed. I never before felt such sympathy. My tears flowed silently but plentifully. As I resisted them the waves rose." These volumes reveal many things about the wealth and poverty of the community, yet they all but conceal his own anxieties from financial hardship and wholly ignore his own persistent benevolences which made the hardship more painful. The very omissions reveal the finer traits of the man. Surely a sensibility deep and fine lay back of his cherished reticence, his seemingly complete absorption in outward things of social progress, his collector-passion for coins, medals, curiosities, portraits, and engravings, and his obsession by an interest in genealogies. Some sentiments were inhibited by a Stoical ideal. In verses (for, being without a sense of humor, he occasionally indulged in doggerel), a young lady, who asked why he neglected to marry, is told:

"Reason I followed;
But without fire, Love's but a name;
Reason is cool, deliberate, wise;
'Tis only passion fans the flame" (I, 82).

Cool, deliberate, wise; therefore, whatever his prejudices, a man of large and generous policy. The revivalistic preaching of Spaulding, a clerical neighbor, was anathema to him, but he urged the negroes of Salem to attend it, since it was suited to their temperament, and he regretted the final institution of a separate meeting for negroes (IV, 621). Wholly averse to the system of the Episcopalians, he was a genuine friend and neighbor to them. When Bishop Seabury passed through Salem, Bentley politely got himself presented (I, 268), and A. V. Griswold, Bishop of Rhode Island, on being coldly

received by the Salem rector, found cordial hospitality in Bentley's home. The conspicuous illustration of this temper is shown by his relations to the Catholics. Significantly, it was to him that the Rev. John Thayer, a Yale graduate converted to Romanism, appealed in 1790 for a list of Salem Catholics and for aid in finding a place for worship. Bentley secured co-operation and protection from the selectmen and wrote in reply: "It is my desire that every man enjoy his religion not by toleration, but as the inalienable right of his nature" (I, 162). Thayer was a presumptuous and cantankerous guest of Bentley for several days, even expecting his host to be Responsor in the Mass and to arrange for the sale of a batch of propagandist Catholic pamphlets which he left at his departure (I, 165). While glad to be rid of this uncomfortable missionary, Bentley readily aided the Spanish Consul and Dr. Francis Matignon in establishing Catholic worship in Boston, securing a contribution of fifty dollars from a family in his own parish. "We ought," he notes, "to do everything which can encourage the liberality in France and Spain by which the Protestant religion may be more fully tolerated" (III, 23). In 1803 Bishop Carroll of Maryland, with two priests, one of them being Cheverus, gave him pleasure by a visit in Salem (III, 55), and in 1811 Bishop Cheverus, again a welcome guest, had Bentley for an auditor at a sermon which the Protestant pastor enjoyed and approved (IV, 20). At a later time the Catholics of Salem were grateful for Bentley's trouble in procuring a hall for their celebration of the Mass (IV, 552). When an Irish pauper died in the poor house, Bentley conducted the funeral, conscientiously using such scripture as the Roman Breviary provided, and resorted to Bourdaloue and Massillon for the sermon. On the same day he entertained two Catholic Indian chiefs of the Penobscot tribe, and at parting gave them from his cabinet a crucifix, two mass-books, and plaster images (IV, 502). In view of the sturdy intensity of his rationalistic convictions, these incidents evidence a generous ability to transcend prejudice.

Moral guardian of a parish and having a mind habituated to expression by incessant practice, Parson Bentley

did not fail to provoke resentment. Strength of conscience gave him calm, unyielding courage in the personal difficulties resulting from a sermon in 1788, when he protested against the violation of law by a ship's clearing for the slave trade (I, 104, 105, 106, 123); but there were other episodes which led him to resolve on "prudence in my conversation and great caution in my attachments" (I, 119). After five years of ministerial experience, he emphatically determines to use cautious self-restraint, to "join the serpent to the friendly reprover" (I, 134), and he records the sober calculation which made him enter into friendships which would otherwise be uncongenial (I, 177; IV, 290). This discipline of self in public intercourse accounts, perhaps, for many things in the diary. Salem households accustomed by tradition to look back on Dr. Bentley with profound veneration have been scandalized by the gossiping disrespect and caustic ascerbity of these notes. The reader's attention passes over the words of praise given to neighbors and parishioners as a thing expected, but is startled by such acidities as the obituary comment, "all sense but common sense" (I, 38), or the verdict, "not a man for God, or for society, and his passions make him terrible to himself" (I, 169), or the comment on a colleague in the School Committee, "the monkey shows his tail" (IV, 7), or again, "a fanatic of the first chop" (IV, 54), "Morse and his gang" (IV, 130), "a true brat of the troublesome father" (IV, 526). Political partisanship and theological animus inspired many paragraphs of contemptuous or hostile disparagement. It was a time when men were embroiled, and the era of good feeling later brought corrections and reconciliations. In all instances, too, we may reflect that this lonely celibate, deprived of a listening domestic ear, needed a safety valve for the artificial repression prudently adopted out of doors. The diary was such an escape from unnatural tension.

In 1790 Salem was relatively a place of importance, with a population of 7,921, about half that of Boston. In theory 1,277 persons were supposed to worship in the East Church, though the church could not hold them all. The large numbers of young people in Dr. Bentley's

catechizing classes show that he was in fact pastor to the whole district, though few indeed were the actual communicants—sixteen in 1785 (I, 20), and sixty-three in 1802 (II, 408). There were long-standing historical reasons in this neighborhood for this decline of the *ecclesiola in ecclesia*, but it marks also a decline in spiritual experience. The absorbing interests of politics and war at the end of the colonial period had been followed by a time of lethargy and moral weakness, particularly among the men, old and young. In 1808 Bentley notes that "all the Congregational Churches in Boston have not so many male members as one Church half a Century ago did contain" (III, 382), and in 1813, commenting again on this fact, he reflects that "the passions are seldom admitted to be doorkeepers" (IV, 152). In the ninety years of its history before 1808 the East Church of Salem had only fifty-eight male members, though the women counted four times that number (III, 382). In 1809, out of resentment at the minister's politics, the only male communicant besides the Warden left to join another society—and the Warden staid at home. Bentley made a sad appeal to his hearers "not to leave him and a reputable Church of females unsupported" (III, 473).

The parishioners were coopers, ropemakers, blacksmiths, carpenters, shoemakers, a few shopkeepers, many mariners, of whom fifty-nine were captains of vessels, and, because of the perils of the sea, there were many widows (I, 222). A large proportion were house-owners, and several families were of large wealth. In older Salem parishes there was still greater wealth. William Gray amassed three millions, but that fortune was transferred to Boston. The ship-owner, Elias Haskett Derby, dying in 1799, left an estate of a million dollars, and his son Richard, making the grand tour in Europe, was received at foreign courts, and came home laden with works of art (III, 55). In 1817 Captain Forrester died as the richest man in Salem, with an estate of \$1,400,000 (IV, 463). In 1815 George Crowninshield, Bentley's own parishioner, professed to have loaned a million to the United States treasury. The average conditions were surely comfortable in a town which voted to tax itself

\$6,000 for the expense of funeral honors to George Washington (II, 327). In the exceptional time of the great embargo in 1809 there was a temporary distress. The richer citizens met the emergency with a soup-house at which a thousand applicants were well fed (III, 412, 414), and a fund was raised to supply each one with a loaf of bread a day. William Gray gave two barrels of flour a week and stood ready to give one a day (III, 409). At all times, indeed, there were straitened households where the cruel sea made so many widows. A few rich citizens seem to have provided—perhaps inadequately—the thousand or so dollars a year raised for their relief (IV, 371, 499), and some of them made the warm-hearted Bentley the agent of their philanthropy (III, 139, 140, 141). Improvidence and intemperance brought some to the Charity House; but in those days of churches which had been town churches the minister was a familiar guest there and the inmates had seats in the church.

In spite of the general ease, the occasional distinguished wealth, and the ready philanthropy, Salem was reprehensible in the support of its ministers. As an associate pastor Bentley began with a salary of £130 (\$433.), and as sole pastor had £160 (\$530.), which in 1804 was raised to \$800. (III, 108). This was, as Bentley observes in 1817, "one of the smallest in Essex" (IV, 490). The salary at the North Church was \$1,200. In 1817 he had cause to feel the insufficiency of salary, for at that time food and fuel were exceptionally dear (compare the market prices (IV, 434). On coming to Salem Bentley had been promised a "settlement" of £200, one-half being paid at once, the rest being due after a year. At that time such a settlement was advantageous as capital, owing to the rapid increment of wealth, but twenty years later this had ceased to be the case, and ministers preferred a larger annual salary without the initial settlement (III, 168). However, the second instalment of Bentley's settlement was never paid, and in 1817, after his long and eminent service, the parish owed him not only the hundred pounds but salary for two years, or \$2,000 in all. In addition the minister had had to pay part of the cost of the church music, and only gifts from

friends had saved him from immediate suffering (IV, 484, 490). The over-generous minister waived half of the debt, but with extraordinary meanness the congregation, on hearing of these private donations, deducted them from the parochial debt and paid him only \$800. (IV. 496). It is easy to imagine the difficulty for a man with dependent relatives, an impulsively generous friend of the poor, and a passionate collector of expensive foreign books.

The activity of the pastor of the East Church was not confined to his parish. He was an apostle of culture. From his other merciless industry he found time for private pupils, in some cases for charity's sake, and in the School Committee he showed, no doubt, an irrepressible zeal that could hardly be restrained to the just limits of a member's share in counsel. He was as strenuous about style of penmanship and methods of teaching spelling as he was in the issues of national politics—and spelling seems to be the beam in his own eye. On his arrival in Salem in 1783 there was only one public school, containing both the elementary grade and the "Grammar" School which prepared for college. These students of Latin were few, seven in 1792, but the number seems to vary with the efficiency of the teacher. A considerable list of Latin authors was read, while Greek seems to be studied only for the sake of the New Testament (I, 275, 399; II, 12, 31, 146, 215). The course which Bentley provided for his private pupil, Charles Jackson, in 1787, covered English Grammar, Rhetoric, Literary History, the range of Latin authors now read in school and college combined, and something of the *realia* of ancient art and science. But nothing more! In the common public school teaching was limited to the three R's, the girls attending only from eleven to twelve, or in summer, when days were longer, also from four to five in the afternoon (III, 39). School development was rapid. Already in 1791 there were four public schools with five teachers (I, 275), and in 1803 the attendance was about six hundred, half of them girls. Before 1805 the common school teacher's salary was a beggarly hundred dollars, but then \$150. was demanded. The Grammar School master was

better off with \$500. (in 1796, II, 175). The heart of pity goes out to the woman teaching a country school for four shillings sixpence a week and clamoring for a living wage of ten and six, or seventy-two cents more than her weekly board (III, 230). Private schools were equally numerous, four in 1798, and the new ones added in 1803 and 1804 engaged masters at the respectable salaries of \$1100. and \$900. (III, 2, 92).

This was not a democratic system of education, but democracy in Salem was not yet. It was a long climb from the lower level of popular culture to the intellectual life of the "educated," and the fact has its bearings on the ecclesiastical history of the town. In the higher circles there were men of eminent ability, not only those who, like the Pickerings and Crowninshields or Judge Story, rose to high public station in the nation's life, but also some men of marked scientific talent, like Captain Gibaut and Nathaniel Bowditch. To Bentley, who was over-conscious of his own academic privileges, Bowditch was objectionable as a self-taught youth and the unlawful heir of a fame that should have been Gibaut's, but in the end Bowditch's great mathematical eminence and his remarkable scientific library dominated the parson with respect. Lawyers and doctors were a learned class, but Bentley is dubious concerning the scholarship of the clergy both in Salem and elsewhere. We seem to be always hearing of a decline in clerical scholarship, of old and now. So Bentley looked back to the ministers of an older day as of higher learning (III, 88, 189): "I know not one Hebrew Scholar in New England, nor one Orientalist. . . . In Theology, few are acquainted with any but the few books of the day, and no Ecclesiastical Historian do I know that has consulted the best writers of this description." This was said in 1805. Soon, indeed, he found foretokens of a day of scholarship and intellectual life. He seemed to know the importance of the enterprise of Welles, scholarly bookseller in Boston, who in 1806 made the first importation, not on orders but for general sale, of German classical and critical works. The great efflorescence of New England culture which came in part from the invasion of this new interest was a promised

day into which Bentley was not to enter, but the historians of it have reason to think of Bentley in connection with it. His correspondence with European scholars enabled him to furnish George Ticknor with letters of introduction in 1815, and in that year also Edward Everett, appointed to the college chair that was "to connect Greek Literature with Biblical Criticism," promptly informed Bentley that the subject of his inaugural oration would be the authority of the Homeric poems. Remembering Emerson's great passage about the birth of a Periclean age for New England which began with Everett's exposition of Wolff and Heyne, attention underscores the entry: "I sent him Wolf and Heyne" (IV, 319). (Note: The text has Heman; a probable error.)

Indications of the growth of culture are abundant in the diary of this devotee of knowledge. On his travels he was keenly interested in the rise of circulating and public libraries (II, 49). A circulating library was opened in Salem in 1790, consisting chiefly of novels and works of science. When sold and dispersed in 1818 this had nearly seven thousand volumes (I, 136; IV, 546). Of earlier origin Salem had also a small "Social Library" and a joint stock Philosophical Library, a share in which cost Bentley £9 and involved annual assessments not inconsiderable (I, 151, 152, 369). In 1810 these two were joined in the Salem Athenaeum, the standards of which may be judged from the purchases it made at the sale of J. S. Buckminster's books in 1812: "Stephens Thesaurus for 225 dollars, Wettstein 50, D. Griesback 25 D." (IV, 112). Rich families, Derby and Pickering, imported European books, and Bowditch had a collection of mathematical works unsurpassed elsewhere (IV, 444); but the richest private library was Bentley's own, nearly half of which he gave to Allegheny College, then recently founded in the village of Meadville, Pennsylvania. The oldest college building fittingly bears the name of Bentley Hall. He loved to acquire books, he loved to make presents of them; poetry to young ladies, sermons and the like to adults (I, 19, 40, 63, 97, 111).

Bentley's interests were versatile and included the arts. As a local historian he prized the portraits of old worthies,

but he had a critical appreciative taste for the manner as well as the subject of a painting. He knew what painters were "wretched daubers at best" (III, 470). His hosts knew that exhibition of their engravings made entertainment for him, and a secular dissipation in Boston consisted for him in the critical inspection of the religious paintings in churches, the portraits in the Court House, the works of art in Bowen's Museum. Popular interest in painting began in Salem when E. H. Derby brought from Italy a Neapolitan named Corn , who made an indifferent living by indifferent portraits and exhibitions of panoramas. Having no originality, he copied his panoramic scenes from engravings. His best success was in his painting of ships. "In every house we see the ships of our harbour delineated for those who have navigated them. Painting before unknown is now common among our children" (III, 68, 275, 481). The pupils, however, did not arrive at fame. One became a sign-painter, another died early from drink, and Hannah Crowninshield married. Music made greater progress, and a chapter in the history of music in America might be written from the profuse entries of the diary concerning hymnody, choirs, and singing-schools. The minister's interest in music is ardent and constant, but his taste is for music that shows only moderate improvement on the bald harmonies of Puritanism. An ampler development began when in 1797 a music teacher, Holyoke, formed a society for instrumental music. "Music has ever been low in this place," Bentley had said, but now it was no longer true (II, 247; III, 292). The day came at last when there was an Oratorio of Sacred Music in the First Church, December 1, 1812, and the clerical connoisseur pens an acute criticism. In December, 1817, the Salem Handel Society is more successful, and repeats the performance a month later (IV, 135, 492, 496). After that the oratorio was an annual affair, a solemn affair, indeed, with the clergy presiding. Bentley knew that music was a civilizing influence. "Our fathers mistook the power of Musick for the work of the Devil, when if they had taught the Indians music and made violent agitation accompanying shouts, clapping of hands as in David's time, they

might have done more to gain the Indians than by all their practices " (IV, 560). Bentley never saw grand opera.

All these are high things, and what of play? Certainly life was not tame and monotonous. There was the thrill of maritime adventure and the tales of captains home from the Mediterranean or the Orient. There was the turbulence of politics through the hot passions of Federalists and Republicans. There was the spectacle of Napoleonic wars abroad, the pinch of Berlin and Milan decrees felt at home, the excitement of the Embargo, the approach and the anxious experience of war. All this is in the diary, but also the chronicle of amusements. This avid observer of life lists the "puerile sports" of New England—the succession of skating and sledding, marble time, tops in April, shuttlecock in May, then bat and ball and rickets, kites in autumn, and finally football for adults, though "the bruising of shins has rendered it rather disgraceful to those of better education" (I, 254). No dry-as-dust this bookish celibate, this caustic moralist. He seems to be saying, Mirth, admit me of your crew! How many picnics of young folks he managed, leader of what he styles their gambols! He frowns on the low tavern-drinking, dancing, and gambling of election day (II, 92), but watches with serene pleasure the innocent mirth with which Marblehead makes holiday after ordaining its new minister, noting the fishermen at athletic sports, and the free negroes merry at their dancing (II, 397). And shall not the heirs of Puritanism dance? It was a vexed question. Militia balls had long been known, and balls for the birthdays of Washington and Adams. Most towns in fact had Assembly Halls for dancing, and our pastor inspects them on his travels (e.g., II, 17, 232). All this, however, implies a world that had slipped from Puritan control. But even this minister indulgently connives at a dancing-class for sea-captains' daughters, under prudent regulations (1789, I, 81), and resents the local gossip censorious of the dance permitted in Captain Boardman's house (I, 119, 122). His artistic eye finds pleasure at sight of a circle of girls dancing. "How beautiful if this exercise were only a domestic amuse-

ment" (II, 296). In truth it is a valued accomplishment. "It were to be wished that it made a part in every education for more reasons than one, and that it might not be overrated" (I, 176). In 1798 a marked change came over Salem society. Two dancing-schools came into existence, one of them conducted by a prudent English gentleman married to a daughter of the musician Hol-yoke, and therefore to be trusted by social circles to which he belonged. Whereas formerly only one family of the East Church went to an assembly, every ball and assembly now drew many, especially the ball of Mr. Turner's dancing-class. In 1801 the minister records that all families are agog with expectation of the dancing-school ball. "The great attention shews that the subject is not very familiar to us" (II, 268, 322, 401). Three years later the clergyman feels it an honor to be invited to Turner's ball (III, 120), but he knows the limits of professional propriety and censures the Boston clergyman who is rumored to have taken part in a set dance. "A violation of the antient rule ought not hastily to have been practised. Archbishop Fénelon would have told him, let them dance, but do not dance yourself" (II, 363). Let them dance—but Puritan reluctance lingers. Mr. Nathaniel West's ball for the younger children of the dancing-class was "at the request of his wife" (II, 372). Would Mr. West describe so meekly the conjugal pressure?

But the theatre! For that too threatens to invade Puritan precincts. In 1792 Salem is agitated by rumors of that which agitates Boston—the demand for a theatre, the united opposition of the clergy, the strife of opinions, the plea of one that pulpit dullness could be corrected by lessons of the stage, the Rev. Dr. Beattie's severe rejoinder that the theatre is not the School of Divines, the Governor's final order that the Sheriff shall obstruct the theatre as a direct violation of law (I, 340, 414, 415). A few months later Bentley hears that a French opera has been performed in Boston: "a curious progress of theatrical exhibitions, which it has been said are intended to assist the pulpit." The Boston theatre came to pass in December, 1793, and Bentley—*nihil humani alienum*—kept informed as to its prospects, its choice of plays, the

merits of the actors. Visiting Boston in 1795, he makes a daytime inspection of the interior of the theatre. It is a pleasant building, but he has seen no other theatre and withholds his judgment (II, 127). Vain are the efforts made to induce clergymen to attend performances. "They feel the Compliment of a Visit to the Theatre, as our Country Gentlemen used to receive the news of a Visit to their Minister" (II, 132).

Salem itself was in danger. Even while Boston was fighting the innovation (1792), strolling actors came to Salem "to act comic, sing sailor's songs, and dance jigs for the amusement of all who will pay three shillings," and an audience of one hundred was well pleased. This, Bentley saw, was the entering wedge. An actress, Mrs. Solomon, was there in 1794, "complimented upon her performing a Low character very well" (II, 80), and on March 3 a series of performances began, passionately advocated and eagerly expected by some, so that tickets "afforded matter for profitable speculation." Bentley learns that the acting is not notable, and records that after a few performances the company broke up, "all of them loaded with debts they will never discharge" (II, 81). Again in 1797 a series of mean performances failed after eight nights, chiefly because the people "have not the money to spare so often as three times a week." The difficulty is economic, not moral, but Bentley could not approve even a schoolmaster's dramatic exhibition, since it "tended to introduce a love of the theatre and to form those manners which we ought to detest. Our manners change and our evils will multiply" (II, 299). Yet was it so? His opinion wavered later. Chronicling balls and theatres, he felt constrained to admit that "whatever be our fears, the town never had less open vice in it than at the present time" (II, 401). But he did not surrender. After an ironical note of the praise of horse races and theatres as revivals of Greek civilization, he concludes: "Everything of this nature may be relatively good, especially when congenial with national manners and education. The theatre and the race were refinements upon savage customs among the Greeks. With us they are triumphs over the character which our country has been

taught to love. In one case they exalt" (IV, 59). The reader can extend that sentence.

We infer, then, a simple, grave, and relatively innocent society beginning to enter upon higher intellectual life and relaxing its prejudices against worldly amusements. Over against this we must set revelations of the vice of drunkenness which are appalling. Bentley himself is evidently appalled. No Puritan tradition vetoed indulgence. When the East Church was enlarged in 1770, the Church Committee contracted to furnish the workmen with thirty gallons of rum. "On Wednesday (August 22, 1787), we had a funeral celebrated in the Church of England, quite in West Indian taste. The Singers were Bacchinalians from Marblehead, who were entertained with punch in the Organ loft, which gave the true air to their music, to the no small satisfaction of the devout men who gave the invitation" (I, 72). As is well known, intemperance came in like a flood with the Revolution, the temperance reform came after Bentley's death. The indices of these four volumes are inadequate for measuring all the painful facts recorded. Young and old, rich and poor, men and women are victims of alcohol. Many are the accidental deaths due to the scourge. Drowned at last, says Bentley in one case. Many the insanities and suicides. Alienists who now emphasize the connection of insanity with intemperance will find data for their thesis in these records. The evil went on increasing over the country because of "the little retailing shops which offer the temptation" (IV, 501).

Would that the diarist's fixed determination and disciplined habit had been at times relaxed that we might read his heart more deeply than is allowed by the sharp brief comments made for the relief of fretting cares in these wearier hours at the close of day. Did not his valiant hope and faith have to strain against a world crude and sordid as seen by the vision of the world his energies sought to build? Is there not something wistful and sad masked behind the resolute, confident, eager vitality of his portrait? What gospel had the good parson for our raw human material that is so resistant to the form of spiritual personality? As a young man he

championed an advanced radicalism, the earlier Arminianism of his neighborhood having developed, in his case, into an eighteenth century Rationalism held with a sharp definition and explicitness that was uncommon in America. His elder colleague at once censured him for spreading new doctrine (I, 23), and much later (1808) the *Salem Gazette*—from political animosity, to be sure—linked his name with that of Thomas Paine. Lending a work by the Deist Tindal and Ethan Allen's *Oracles of Reason* made him suspected of a more pronounced infidelity (I, 82). Such books did not represent his mind. Like his intimate friend James Freeman, he had at the outset of his career set aside the doctrine of the Trinity and adopted the humanitarian view of Jesus; yet he was a Bible Christian, reading the Bible with the sympathies of ethical Rationalism. He was in the beginning enough of a propagandist to distribute Hazlitt's sermons and other English Unitarian literature which he received from Hazlitt. He gave most favor to minor tracts of Priestley, which he recommended to his friend Hodges as containing "all you may want to know of the simple doctrines of Christianity. Your own good heart will supply the rules for practice" (I, 111). This sympathy with Priestley and Freeman shows us his attitude to doctrine. The attitude of soul, which is more significant than doctrinal apprehension, is revealed by his custom of giving to every catechumen Zollikofer's *Exercises of Piety*, "which had been printed at my request" (II, 191). Doubtless it was by his counsel that the Salem School Committee in 1808 gave Zollikofer's *Exercises* as a school prize (III, 186). Apart from the eighteenth century argumentation which it implies as the ground of faith, Zollikofer's devotional book might well be read today as a pure and kindling expression of Christian piety. It was, we may judge, Bentley's canon in religion, though he had known of the German's glow of feeling and excellence of style which won the praise of Goethe in his *Dichtung und Wahrheit*.

Specific doctrinal opinions are less interesting than Bentley's open-minded search for truth and his fidelity to a mission of preaching character as salvation. For the ministry he demands a man "who, upon the full convic-

tion of a future moral retribution as the great point of Christian faith, preaches with sober regard to the virtuous happiness of mankind, being able to abandon without reluctance all worldly interest which may interfere with the conscientious discharge of his duty" (I, 121). "I have adopted many opinions abhorrent of my early prejudices, and am still ready to receive truth upon proper evidence from whatever quarter it may come. I think more honor done to God in rejecting Christianity itself in obedience to my convictions than in any fervor which is pretended towards it, and I hope that no poverty which I can dread or hope I can entertain will weaken my resolutions to act upon my convictions. The only evidence I wish to have of my integrity is a good life, and as to faith, his can't be wrong whose life is in the right" (I. 98). It was his defect to know nothing of Edwards and to be incapable of understanding the intransigent Hopkinsian preaching of his day, stigmatizing it as New Light, Mysticism, ridiculous doctrines of grace, religious frenzy. It was the defect of the Hopkinsians to have none of his ecclesiastical breadth and to acknowledge as religious only men of hectic temperament. For the controversy which began in 1815 he had no great interest. Though as a young man he had shown propagandist zeal for Unitarian views, he seems to have developed another attitude natural to his office as minister to the Eastern parish of Christians living in Salem. It was his duty to edify this section of the community in religious faith and moral strength, and not to use his pulpit in the interest of party or dogmatic views which would divide the community. This is said without knowledge of his sermons, but it is not merely interpretation or surmise. It is the exact meaning of words he used in reviewing his ministry (IV, 352), and the implication of many other comments. No one could fail to know what his personal convictions were, but his aims as a pastor were not those of a theological partisan. When therefore Jedediah Morse and the Panoplist summoned the orthodox to come out of these inclusive neighborhood churches and be clean by theological separateness, when Channing's letter to Thatcher appeared and the Unitarian controversy opened, the pas-

tor who had served the Eastern parish of Salem for thirty-two years had little party spirit and spoke of the matter in what might be thought curiously local terms. His response to the situation is chiefly one of vexation that his orthodox neighbor, Worcester, should desert the ideals of the ancient order for the role of a theological partisan (IV, 342). Some illusion there was in this phrase—"ideals of the ancient order"—but the fact stands that Congregationalism was a polity without prescription of theological system, and that from its ancient New England history it had preserved the consciousness of being the general church in which, now that men disagreed, citizens of various theological sympathy could meet for the quest of a Christian heart and life. Parishes might vary theologically, but they kept fraternity and their ministers associated in one Association—this being about the only form of denominationalism that existed. If, as in Reading, 1790, an Hopkinsian pastor was settled in a "liberal" neighborhood, a man like Bentley could only say, "at present we are the sport of the ignorant," and try to make the best of it (I, 177). There might be discomfort, as when his Hopkinsian neighbor in the South Church in Salem was intrusively concerned for souls going to ruin under the preaching of the East Church (I, 176;) but the liberal pastor held to the ideal of community churches and tried to keep confidence in its success.

The great menace to these parish churches was from the invasion of the so-called sects, Baptists, Methodists, Universalists, or such house-meetings as were occasionally gathered by unlearned and intruding Hopkinsian itinerants of revivalistic type (e. g., I, 104, 108). There was no disposition to be rigidly exclusive to a properly qualified preacher from without the fold. A Methodist or Universalist might be invited to preach. If the Rev. John Murray was denied a pulpit and had to get a hearing in the Court House, it was not because of his doctrine, but because of his lack of education, his attacks on the clergy and his lack of ordination (I, 107, 112, 113). The growth of sects was partly due to a fact not directly of a religious character. The hereditary parish churches were suffering from the social shift that followed the

Revolution. In such churches dating from a period when society had an aristocratic organization, the seating of the members indicated the social gradation. The wealthy old families had pews on the floor of the church—and gradations were visible there—while the poorer people sat in the galleries. This could hold only when class divisions were meekly accepted. After the Revolution a restless democratic temper grew among the poorer people, and newcomers to growing towns refused the old social subordination in church. Originally the preaching could appeal to all, for it was rehearsal of Bible texts that all knew. Now that a freer intellectual sermon was attempted in a time of growing inequality of culture, the occupants of the gallery were not moved by that which edified the dignitaries in the chief seats. In Boston the galleries of old churches became empty (II, 127, 425). The lowest class of people in Boston, says Bentley in 1795, neglect public worship, and those who go to church are found in the Baptist and Universalist meetings. There the galleries are thronged. In 1807 he writes; "The Rational Congregations have thin galleries. Even hired servants of both sexes, but especially of the females, stipulate for night Lectures (i. e., revival meetings) when they agree for their wages. I do not know a reputable family in town that carries all its servants with them to the public worship" (III, 271). This social cleavage was accentuated by the bitter opposition of the Congregational clergy to Jeffersonian Democracy. The name of Jefferson was to the despised sects a symbol of religious liberty; to the poor and socially disesteemed it meant political equality. Baptist and Universalist preachers were champions of Republicanism; the standing order revelled in Federalist denunciation of Jefferson's radicalism. The poorer and uneducated, especially when they were newcomers in an old town, shunned the church home of the upper class, and the growth of sects particularly in the case of the Baptists was such as to excite alarm (II, 409, 419, 432; III, 4, 66, 82, 157, 469; IV, 385). The need of proselyting for the sake of church building led the sects into exasperating methods. "Sects in their infancy," Bentley observed, "are much like children, very cross and peev-

ish. They have strong passions and little judgment, have many faults and yet many efforts before they get strong and make the world think favourable of their strength" (III, 167).

Bentley, as we have seen, was distinguished by a tolerant spirit, in spite of the rude remarks he put into his private notes. Among the Congregationalist clergy also he was exceptional by a fervid devotion to the party of Jefferson. He refused therefore to be prejudiced against Baptists. He had a good opinion of their integrity, and only lamented that their preachers were so notably ignorant (III, 28, 85). When a small Baptist church was built in Salem, in 1804, he believed the competition would never be dangerous. He would even welcome the case of such sects being more powerful, since they would thus restrain the spirit of persecution, or, as he said another time, promote a balance of power (III, 82, 119, 297). But he is soon aware of their rapid growth. In 1808 he estimates that Baptist societies in Massachusetts are half as numerous as the Congregationalists. Methodists also increased (III, 345). But Bentley would not allow himself to become sectarian. "If the Baptists refuse our communion, let us not follow their example." "I love principles, but hate fanaticism" (III, 241).

The proud old parishes thus were losing social control. They were not an organized denomination. They had no corporate and concerted strength. They agreed only in parish laws, as Bentley said, and they were falling into theological parties—Old Calvinists, Hopkinsians, and liberals who might be variously named as Sublapsarians, Arminians, Unitarians (III, 346).

Into the liberal Arminian region of eastern Massachusetts after the Revolution came pastors educated in Yale or under the influence of Edwards's theology. It was they who conceived the project of making a denomination. The Hopkinsians, beginning with Hopkins himself, inclined to sectarian separation, but they were held in some control by the redoubtable Jedediah Morse, who had more of the old Calvinist temper. Morse from the beginning—in those days of constitution-making—hoped to make a denomination that, like the Connecticut Consociation,

could be in affiliation with the Presbyterians south of New England. It was necessary therefore to strengthen conservatism in the neighborhood, and he worked frankly and persistently for that end. He hoped to include all, but his chief anxiety was over the Hopkinsians. A new theological school was a part of his plan, and he managed to unite two rival projects, Old Calvinist and Hopkinsian, in the Andover foundation. So in the end his denominational plan was a union of these two parties with a sacrifice of the liberal wing. Bentley sees the process going on and is fully aware of the meaning of the steps taken. Of Morse he is always abusive and beyond bounds. It may be said in apology that Morse had made himself odious to Bentley by his fanatic attacks on the order of Masons, Bentley being an enthusiastic Mason, and by his haughty and rancorous Federalism, Bentley being an enthusiastic Republican. This is but to say that the horribly embroiled conditions of those times, when the clergy were politicians as well as pastors, explains the sins of ecclesiastics who were struggling with a difficult church problem. The unexampled bitterness of political strife came to an end in 1814. The era of good feeling in politics began. But the problem of church organization was still on hand, and the habitual passionateness found further exercise with the rending of parishes and the system of exclusion and denunciation. In all this Bentley had no part. A happy death saved him from that necessity. But if the situation had been in his control, the schism would never have come to pass.

DOCUMENTS RELATING TO MARBLEHEAD,
MASSACHUSETTS.

COPIED FROM THE MASSACHUSETTS ARCHIVES BY JOHN
H. EDMUNDS FOR THE LATE FREDERICK L. GAY.

[7 March 1643/4.]

To the Honoured Court*

May it please this Honoured Court to take into your serious Consideration, the necessitye of secureing the Harbor of Marblehead: not only in regard of the danger, which the inhabitants are exposed unto, wantinge all meanes to defend themselves against the assault of the weakestemie: but especially in regard of the Great detriment; that probably may come to the whole countrie, in case the Harbor be left open. We desire not to prescribe any thinge to your wisdomes, but (that wee may discharge our dutie, which wee owe to ye Countrye, & have peace in our owne consciences (if wee should suffer) that wee have not bin negligent in seekinge meanes for our preservation:) wee are bold to mind you of that which wee beleewe you are fully perswaded is verye needfull to bee don, & also hope wilbe readye to doe: which though it should be neglected, yet we hope the Lord will appoint salvation for wals & bulwarkes: for whose guidance of you, in all your counsels that they may tend to his glorye, & the welfare of his people committed to your care. they shall never cease to pray who are

Your humble petitioners

Wm Walton

Moses Mavericke

in behalf of

the inhabitants of Marble-head

*See Mass. Bay Records, vol. 2, p. 60.

vot was conceived the petitioners may have leave to fortifi themselves by a breast work or otherwise and that the court give order for two gunns to be delivered unto them with convenient Ammunition suitable thereto.

Mass. Archives, vol. 67, p. 90.

[6 May, 1646.]

To the General Court the humble
petition of the Inhabitants of
Marble head.*

Whereas there come yeerly into our plantation many fishermen that are strangers, & have formerly done us very much dammage in the consuming of our firewood, stage timber & flakestuffe; we could not but expresse the sence we have therof, & to that end for the preventing of the like detriment, we entered an action against the Masters of the voyages the last Court at Salem whose desire that before any farther proceedings they might speak with the Marchants theyr owners who have manifested theyr willingnes to give us satisfaction for the wrong that however we sustayne, yet have to bring us any customes for future times. Our & humble request therfore is that this Honoured Court would be pleased to establish some order whereby from henceforth we may be [ena]bled to releive ourselves in cases of this nature.

Your humble petitioners

William Walton
Moses Mavericke
Francis Johnson
David Carwethen
John Bartoll
John Peach Sen.
John Lyon
Arthur Sandin

John Hart
Wm Barber
Willm Charles
Abraham Whiteheare
John Peach Jr
John Legg
Walsingham Chilson
Thomas Sam

Mass. Archives, vol. 60, p. 35.

*See Mass. Bay Records, vol. 2, p. 147.

[1668/1669]

To the Honoured Generall Court assembled at Boston :
 The Humble petition of the Inhabitants of Marble-
 head Humbly Sheweth*

Whereas your petitioners have resided under your good government by the prudent administration whereof and the blessing of the Most High thereupon, wee have enjoyed peace & tranquillitie; and particular encouragement for the imployment of fishery, which the situation of the place wholly unfitt for husbandry doth necessarily put us upon, though not without many difficulties and hazards of our persons and estates, And being now credibly informed of the Intents to raise upon all goods exported and imported one per cent as also two pence per bushell on all graines imported from the neighbour Colonies, Whereby our necessities for our imployment Cloathing and provisions will bee unavoidably raised to such a rate: that being disabled from getting a Comfortable livelyhood here. It must needs make more roome in our thoughts for the proffers and Invitations which so lately had somme of us elsewhere to the southward, The knowledge of the said purpose and Act which hath so many greivances entayled to It puts us upon addressing our selves to this honoured Court, humbly Craving that you would bee pleased to take the matter into more serious Consideracon and a few Queries which wee crave leave to propound before the said Act be putt in force.

1st. Whether this will not bee an exceeding great obstruction to all traffique and Commerce which is the great

*The Mass. Bay Records contain the following references to this petition and to others from Salem, Springfield, Northampton and Hadley:—

May 19, 1668. Proposed in Deputies a duty of 2% on imports and exports. . . . Not consented but referred to a Joint Committee with the Magistrates.

May 20, 1668. Magistrates refer to above Committee to report at next Session.

Nov. 7, 1668. Enacted as above and 3 pence per bushel on wheat and other graines.

Nov. 9, 1668. Abated under certain conditions to 1% and 2 pence.

May 19, 1669. Taking notice of sundry complaints . . . imports 1 penny for 20s.

Oct. 8, 1672. Action on pieces of 8 as suggested.

staff of this Collony It being often profest by Merchants that free trade hath bin the great motive to draw them hither.

2ly Whether this Answers the proper ends of Customs which wee conceive have bin raised for the maintaining of men of warr against forraine invasions and whether this laid upon our selves by our selves may not yet bee monopolized afterwards by such as may not bee so acceptable to us.

3ly Whether this will not Cast the burden of publique Charges ; (An Equall share whereof wee have bin willing to defray) upon seamen, tradesmen and fishermen, who nessesarily take their supply from the Merchants in the said goods and provisions advanced according to the custom paid and so not felt by the merchant himselfe.

4ly Whether it bee prudent by such a Law to exasporate the neighbour Collonies against us, An Amicable Compliance with whom wee have found so needful, receiving so large a supply from them, that wee cannot carry forward our trade abroad without it.

5ly Whether it bee now a season to settle Customs among our selves when new yorke is laying all downe and setting up a free trade and the other Collonys are Contriving a way to set up trade and fishing among themselves to prevent sending their provisions hither which wee so much need.

6ly Whether it will not require so many Collectors & Waitors that little will really returne to publike use.

7ly Whether Customs though layd on wine tobacco and things not Essentiall to life were ever wont to bee layd on corne and such nessesaries without which wee Cannot possibly subsist.

8ly Whether the fish that wee take by our owne Industry and spend our whole tyme about may not as well bee Custom free though Exported as the Corne the farmer raises in the Collony, since fish is the only great stapple which the Country produceth for forraine ports and is so benefitiall for making returnes for what wee need ; and if the nessesity of the Country call for further supply it may be raised one mony imported by causing peices of eight vizt Pillar Mexico and Sivill to bee valued at six

shillings per piece and so to pass, which may cause plenty of it amongst us wee would request the whole matter with all the consequences thereof might bee well weighed and the said Act about Customs might bee nulled and repealed and wee shall ever pray &c.

Moses Mavericke	Matthew Clarke
Samuell Cheever	James Merrike
Samuell Ward	Samuell Condry
Rich. Norman	William Browne
Sam Morgan	John Legg junior
Ambrose Gale	William Hewett
Nicholas Meriot	William Cauke?
Jo. Peach Seni.	Josias Codner
Jo. Peach Ini.	Neckles Peket
Wm. Charles	Samuel Meret
Mark Pittman	Thomas Taner
Geo. Godfreie	John Hart sen.
Joseph Dallabar	John Noerte?
Christo. Latemore	Henrie Rousell
James Smyth	William Carter
Tho. Pittman sinr	Thomas Souden
John Devorex	Sam. Nicholson
Rich. Rowland	Emman. Preist
Jon. Codner	Peter Greenfield
William Beale	Gregory Codner
Jo. Gatchell sino.	Thomas Boden
Jon. Legg sino.	Will. Edwards
Nathan. Walton	Henrey Trevet
Josiah Walton	Will. Stephens
Samuel Walton	Edw. Goss
Samll Leach	Rich. Meeck
Samuell Mavericke	Tho. Hore
Timothy Roberts	Wm. Woods
William Nik	Elias White
Erosemus James	Rob. Rowles
Joseph Boude?	Jno. Prust?
Edward? Red	Tho. Ellus
John Waldron	William Paw?
Charles Gren	Owen Hendry?
Samuell Rusell	Jno. Harris

Edmundt Gall	Josiah Brown
Christover Necke	George Pike
Robert Knight	Joseph Boobyar
James Denis	Edw. Winter
Jeremiah Gachell	James Baxter
John Stasie	Jeremiah Gatchell
Thomas Rose	Tobias Whitfield
Thomas Pitman	Ed. Forster
Will. Peach	Will. Davis
Richd Hudson	Gabrill Holman
Henrey Codner	Vincen Stilson
Richd Thistle	Rich. Woods
Sam. Causey	Jno. Smith
Joseph Nicholson	Vincen Stilson Jun.
Waltr Munjoy	Crist. Huxtable
James Watts	Jno. Furbush
Richard Read ?	Henry Coomes
William Bound	Jno. Gatchell Junr.
Jeffrey Thissell	Phillip Brimblecum
Richard Clattary	Richard Downing
John Brimbelcome	Hennery Stasea
John Roberts	Robert Bartlet
John Treby	William Woods Juner
Andrew Tucker	Richard Woods
William Poat ?	Thomas Tayner
Thomas Dood ?	Josias Codner
John Pittman	Elias Henlee
William Lightfoot	John Trebe ?
John Cruft	James Edwards
John Wattes	Phillip Hardee
John Roads	Larence Firnes ?
Nickhollas Andrewes	John Pedricke
Samuell Hudson	John Allin
John Stevenes	Tho. Smith
Samuel Sandee	Thomas Dixie

Mass. Archives, vol. 60, p. 39.

marblehead 2 november 75
to the honnerd major generall now sitting at Salem
according to your honners warrant wee have given here
a true list of the mens names impresd here at marble-

head according to your honners warrant for the countries sarvis and for this present expedishton: as also for there clothing wee doe certifie to your honner that thay are to the beast of our apprehenshons generally well clothed and for armes wee doe certifie to your honner that thay are all of them well provided with fier lock musketts powder baggs bullets and powder: as for cutt-leses and swords wee doe certifie your honner that wee can not geett them: if wee could have gott them wee would: nothing else at present of weagt your honners humble

servant to command

Richard Norman.

vis Lenord Bellriner
Augustaines Firker
Petter Carrey
Ephraim
David Shaplee
Thomas Russell
Hennery Codnor
Edward Severy

James Watts
George Miskell?
Robartt Cockes
Petter Colle
Robartt Hinnes
Charles Green
John Latterme

Mass. Archives, vol. 68, p. 38.

[Dec. 2, 1675]

A list of the names of the Soldiers returned as Im-pressed for the service of the Country out of Essex from Marblehead

Leonard Belleinde
Augustus Firkwell
Peter Carry
Ephraim Jones
David Shaplee
Thomas Russell
Henry Codnor
Edwd Severy

James Watt
George Mitchel?
Robert Cocke
Peter Cole
Robt Heinne
Charles Green
Jno Latterme

Cutlasses & swords wanting

Mass. Archives, vol. 68, p. 98.

A list of the Nams of Captein Gardeners soulders for this present expedishon

Marbellhead

Petter Coll	Ephraim Jones
Henery Codner	Lenerd Belinger
Auguster Ferker	Philip Brock
David Shapligh	Thomas Weymouth
Petter Carey	Thomas Weymouth
Robert Cooks	Thomas Russell
Edward Severy	

men wanting of ther company

Mass. Archives, vol. 68, p. 93.

A Lyst of Capt Joseph Gardiner Company that were wounded and Slayne of his Company, some the 16 December & Other 19th December 75

Abra. Switchell of Marblehead	Slayne
Robert Cocks of Marblehead	wounded

Mass. Archives, vol. 68, p. 104.

To the Constables of Marblehead

These require you in his majestys name on sight hereof to summon require & serve William Phelps and William Punshin, so as that they make their personal appearance before the Council to sitt in Boston on theire Adjournment on the sixth instant at one of the clocke in the Afternoon to answer for their neglect of Duty & refusing obedience to the late Impress for the Service of the Country though horses provender Amunition &c was provided with all things for a march to marlborough whereby the Country was much disapointed making the returne heereof bringing them with you heereof not to fail Dated in Boston this 3rd of March 1675/6.

Edward Rawson Secretary

By order of the Council.

[Backed] These

for the Constables
of Marblehead

Hast
post
hast

The Constable of Lyn is required in his majestys name to Convey this letter for the Countrys Service.

per Edward Rawson Secretary

[Endorsed] Marble head impressment warrant [Seal]

Mass. Archives. vol. 68, p. 145d.

At a Councill held in Boston 23 march 1675/6 Where-as several considerable persons have made aplication to us and proposed it as a very nescesary expedient for the publike welfare, and particularly for the security of the whole county of Essex & a great part of Middlesex from inroads of the common enemy, That a line or fence of stockades or stones (as the matter best suits) to be made about eight foot hiye; extending from Charles River, where it is navigable, unto Concord River not far from Georg farley house, living in Billerky; which fence as the Councill is informed is not in length above twelve miles; a goode parte wherof is allready don by large ponds; that wil conveniently fall in the line, & upon this fence severall inhabitants belonging to Watertown, Cambridge, Wooburne & Bilerekey, are already seated; (as is judged about half the distance,) and upon Merrimack river on the west side are planted the townes of Andever Wamesit Bradford & Newbury, unto the Sea & upon Charles river are planted part of Watertown Cambridge & Charlestown unto the bay; by which means the whole tract wilbe environed, for the security & safety (under God) of the people, their houses goods & cattel; from the rage and fury of the enemy For the prosecuting this proposall to effect, (which the Council apprehend is of Great Concernment.)

It is ordered that the several townes that fall within this tract above mentioned; vizt Salem, Charles towne, Cambridge, Watertowne, Ipswich, Newbury, Rowly, Linne, Andever, Topsfield, Reding, Wooburne, Maldon, Billerekey, Gloster, Beverly, Wenham, Manchester, Bradford & Meadford; doe each of them choose one able & fitt man as their Commissioner, which commissioners are all ordered to meet at Cambridge upon the last day of May at 8 of the clock in the morning & from thence to proceed (taking such guides & helpes as are nesisary) and take an exact survey of the place proposed for the line

and to offer unto the Counsel in writing an expedient how the same may bee prosecuted & effected & what proportion will fall unto every towne included within the same, wherein respect is to bee had to the quality of estate & number of the inhabitants, within the said townes, & also to propose wais & methoods how the said line or fence shal be made, maintained & defended; for the ends intended, And the Returne to be made to the Counsel as soon as may bee And the Counsell doe further declare & promise that thay are & wilbe ready at all times to promote & incourage this Affayre, and to make such further orders & give such other directions as may best conduse to the effectual prosecution and finishing the said worke: provided allways & it is herby intended that all charges respecting this affaire bee defrayed by the inhabitants included within this line according to a due & equall proportion; as the said Commissioners or the greater number of them shall determine; and this order is to bee forthwith printed & sent by the Secretary to the Constables & Selectmen of every [one] of the townes above named to bee put in execution accordingly

By the Council Edward Rawson Secretary

Mass. Archives, vol. 68, p. 174.

Gentlemen

Having received an order from your selves being im-
powered and authorized by the Counsill to inquire into
the state of our Towne of Marble-head, and know our
apprehensions concerning a Line of Stockades or Stone-
work to run from some part of Charles River to Merri-
mack River, In answer* hereto Wee apprehend the run-
ning of such a Line no sufficient security for the Townes
Cattel & Planting against the Common enemy, in regard
Merrimack River is fordable in severall places & also
whatever seeming benefit may be hoped for by the fence,
will no wayes counterbalance the vast charge of making,
maintaining, and defending such a fence, a proportion of
which charge will bee too great a burden for our Poverty
to stand under; and can therefore by no means consent

*Answers from Rowley, March 24; Ipswich, March 23; Lynn, March 27; Salem, March 28; and Newbury, March —; are in the same volume.

to the said Proposall; And Conceive it not needfull to send a Commissioner to Cambridge, as being a superfluous charge to be laid upon our Towne, having in this paper given in the result of our apprehensions to which we refer such as may be concerned therein:

Dated March: 28: 1675/76 in the behalf and with the consent of the Selectmen and inhabitants of Marblehead

Moses Mavericke Recorder

Mass. Archives, vol. 68, p. 180.

Report of Committee on Essex County defences to Councill, dated Salem 29, March, 1675/6, by

John Appleton

John Putnam

Thomas Chandler

“Att Marblehead wee find noe fortification & that the Inhabitants Judge itt needless.”

Mass. Archives, vol. 68, p. 184-5.

To the Constable of Marblehead

By vertue of an order to us directed for the Impresing of Six men for the Countries Service theise are therefore to require you forthwith to Imprese theise men whose names are under written to serve the Country according to the warrantt above said: and for soe doing this shall be your sufficient warrant: given under our hands: this 20th day of August 1676:

Moses Mavericke

Samuell Ward

Richard Norman

John Legge

The Comittee of Malitia for Marblehead.

Richard Rowland Junior
or Senior

Mr Moore

William Stevens: or
Thomas Smith

John Lattemer

Thomas Pitman Junior or
Senior

Henery Richard or Sam-
uell Russell

John Peach Senior

Eliezer Eaton or Thomas
Rummery

John Wolcott or William
Phelps

William Punchion

Mass. Archives, vol. 69, p. 50.

(To be continued.)

JAMES HOWE OF IPSWICH AND SOME OF HIS DESCENDANTS.

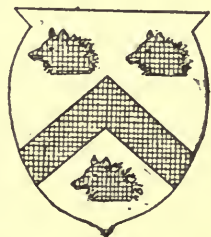
BY M. V. B. PERLEY.

In the possession of the Ipswich Historical Society is an old account book formerly the property of James Howe, the emigrant ancestor, in which, not long before 1690, he inscribed the following record:—

“Robert Howe lived in Hatfield-Broad-Oak, county Essex, England, where Sir Francis Barrington lived in Woodrow-Green; James, son of said Robert, in a place called Hockerill [or Bockerill], in Bishop-Stortford,—in the happy and gracious reign of King James I.”

The name How or Hoo is said to be of English derivation, and to signify a high place, a hill, critically a hill in a valley. De la How, “from the hill”, was originally the name of the family. How also signifies knowe, whence Knolls, Knowles, Knox and Kneeland.

The totem of the How coat of arms is the wolf's head; and of the several arms, bearing that emblem, we select this one for this branch, because it once belonged to a How family of county Essex, England:—“Argent, a chevron between three wolves' heads coupéd sable. Crest:—Out of a ducal coronet or a unicorn's head gules, attired and crined of the first.”



James Howe first appears at Roxbury, where, with Abraham Howe, probably a brother, he was made a free-man, 17 May, 1637. During the next few years he was sometime in Salem, finally removing to Ipswich, where he was serving on the jury in December, 1641. Rev. John Norton, the minister of Ipswich, had asked the

town to reserve "at the Farms", now Linebrook*, two farms for some friends in England, whom he thought would come over. The friends declined the venture, and on motion of Mr. Norton, one of the farms was granted to James Howe, 11 June, 1650. The other William Norton sold to Abraham Foster, 7 July, 1659. They contained 100 acres each.

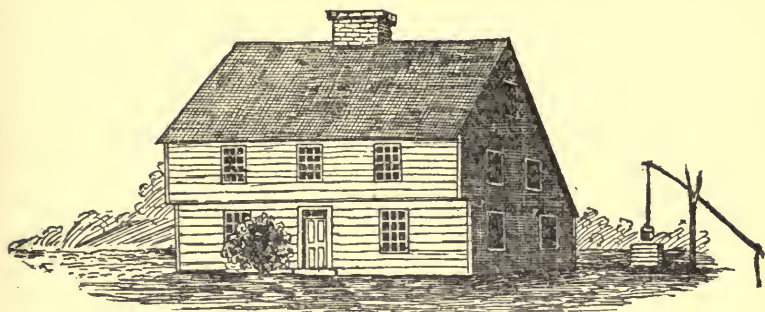
During that decade there were, in "Ipswich-Farms", south of the Ipswich-Rowley boundary line and north of the Cochichawick-Agawam Indian trail, the present Andover-Ipswich road through Linebrook, three farms, roughly outlined thus: Henry Batchelder's, containing about 80 acres, extending from Bullbrook pasture, including "Huettlebery Hill", "joining upon the land betwext Rowley and Ipswich", to the present Newburyport Turnpike; then Abraham Foster's of 100 acres, extending to the present New cemetery;† then James Howe's of 100 acres, reaching to the common lands north of Baker's, now Hood's pond.

James Howe bought, 3 July, 1651, about 21 acres in three pieces adjoining Mr. Winthrop's and Mr. Symonds' farms. He also bought salt marsh, six acres, next Ipswich Hundreds, 7 Feb., 1647.

James Howe's first house was built on the grant of 1650. Its location or exact site we do not find recorded. John Howe, sr., disclaimed "any right in the first house my father built on his farm in Ipswich or any housing or land there". The new house was built before 1688, probably soon after the contract for the barn in 1683. The front door was driven full of nails, to prevent the Indians cutting through. James Howe, jr., lived in a

*The western part of Ipswich began to be called "Ipswich Farms," or "The Farms," about 1650, when the records begin to speak of "pprieties" there. The western parts of Ipswich and of Rowley were incorporated a territorial parish, 5 June, 1746, which some time later was named *Linebrook Parish*. In 1814, the territorial function of the parish ceased by legislative act. The Ipswich part of the parish is "Linebrook"; the Rowley part, "Millwood".

†The territory of Linebrook Parish has had three cemeteries: the westernmost, on land given by John Perley, 1725, called the Old cemetery; the one the Parish bought of Rev. Geo. Lesslie, 1753, called the Linebrook cemetery; and the New one, so called, established by the town in 1888.



THE ABRAHAM HOWE HOUSE, BUILT IN 1711.

small house not to be confused with the first dwelling. Abraham Howe, jr., built his house in 1711. Three of these four houses James Howe, sr., was familiar with, and two were known to the early boyhood of the writer.

The Howe estate of late years has been known as the homestead of Mrs. Eliza Howe Perley, whose father Aaron descends from James Howe, senior. The Abraham Howe house, built in 1711, formerly stood where the present barn stands, and was taken down about 1850. The "witch house", in which lived James and Elizabeth Howe, formerly stood in the rear of the present house, the cellar being marked by a slight depression in the ground 196 feet over the knoll northeast from the well and 95 feet northwest from the oak tree. The depression has long been known in the family as "Mary's hole", having been named for Mary, the daughter of James Howe, who devotedly served him during his blindness and old age. The "old house", occupied by James Howe, senior, probably stood near the fence south of the barn (*see* Essex Deeds, 27 : 173), and the "new house", where Abraham Howe, senior, lived in 1688, formerly stood across the present highway some thirty feet in the rear of the house of late years known as the Emerson Howe place (*see* Ipswich Deeds, 5 : 440). It had a long sloping roof and was taken down in 1840. A barn 42 feet long and 22 feet wide with 12 foot posts was erected in 1688.

James Howe was a weaver by trade. He was one of the surveyors that laid out, in the spring of 1653, the Andover road that passed his house and over Winthrop's Plain, that adjoined the Howe homestead. He was a commoner in 1641; a Dennison subscriber, 1648; had a share in Plum Island, 1664, and was tithingman in 1677. He was on jury panels, 1637, 1638; trial juror, 1641, 1646, 1647, 1659, 1661, 1662; constable of Ipswich, 1646, and grand juror, 1663. His public service diminished after his removal to "The Farms"—six miles from the town's centre.

His will was drawn 12 Jan., 1699-1700. In it he confirms to his son James, housing and lands and meadows, which, given by deed, he had before that time and ever since possessed and enjoyed, and other movable estate, and also gives him £10. He had already given to John, his son, of Topsfield, real and personal estate; also to daughters Mary, wife of Nehemiah Abbot, Rebecca, wife of Stephen Barnard of Andover, and to daughter Sarah Bridges and her daughter Sarah Preston; and "whereas Son Abraham has taken good care of his father and mother in their old age", he gave to him houses, barns, orchards, tillage lands, pasture lands, and meadow grounds in Ipswich, that is to say, said parents' home lot, bounded by Timothy Perley's land, that which was Winthrop's farm and Mr. Norton's farm formerly: also all the plain and the old lot meadow and upland that belonged to said parent and not given away by said parent, bounded by the upland by Nehemiah Abbot, senior's, land easterly: by James Howe, junior's, land westerly by stakes and stones fixed: all which is partly within the fence and partly without the fence, bounded by Ipswich commons on the westerly side: and by Rowley line on the northerly side.

James Howe, senior, died Sunday, 17 May, 1702,* aged 104 years, having lived in three centuries. His wife, Elizabeth Dane, only daughter of John Dane, of

*Judge Sewall records in his Diary:—

"May 19, 1702, Mr. James How, a good man, of Ipswich, 104 years old, is buried. Died, I think, on Lord's-Day night, just about the time the News of the King's Death was brought from Madera." King William died 8 March, 1702.

Roxbury, died 21 Jan., 1693-4. Probably Mr. Howe's early Ipswich home was with, or neighbor to, Rev. Francis Dane, who removed to Andover in 1648, nearly two years before Mr. Howe went to "the Farms".

Children of James and Elizabeth Howe :—

2. JAMES, b. abt. 1635 or 36.
3. JOHN, b. abt. 1637.
4. MARY, b. abt. 1638; m. 14 Dec., 1659, Nehemiah Abbot, son of George, of Rowley. He was b. in England; commoner of Ipswich, 1664; freeman, 1669; deacon of Topsfield church; settled a farmer in Ipswich-Farms, on a part of his wife's father's estate, now the Lauer farm, on Newbury road, just north of the Old cemetery. He d. March, 1706-7. They had three children: two Maries, b. 1660 and 1665, and Nehemiah.
5. SARAH, b. abt. 1644 (aged about 20 y. in 1664); m. 5 Dec., 1666, John Bridges, a blacksmith of Andover, and after 1690 of Mendon; had daughter Sarah, who m. a Preston.
6. ABRAHAM, b. abt. 1649; d. 21 Jan., 1717-18.
7. REBECCA, b. abt. 1651; d. 15 April, 1725; m. 1 May, 1671, Stephen Barnard, b. 1649, a weaver in Andover, who d. 12 July, 1722, in his 74th year. Children: — , b. 1672; John, b. 1674; Hannah, b. 1677-8 or 1678-9; Nathaniel, b. 1682; James, b. 1686; Robert, b. 1689.

2. JAMES HOWE, JR., was born in 1635 or 1636, since, according to court depositions, he was "about 30" in 1666, and "about 34" on 28 Sept., 1669. He was blind, so he had to be led, at the age of fifty. He died 15 Feb., 1701. He married, 13 April, 1658, Elizabeth Jackson, daughter of William and Joanna of Rowley. She was condemned as a witch, during the witchcraft frenzy of 1692, and departed this life 19 July of that year.* His will, dated 19 Nov., 1701, confirms to his daughter Elizabeth Jackson's children what he had given her, devises to his daughter Deborah six acres in the West meadow, bequeaths to his grandson James £25, when twenty-one years old, and to his granddaughters Martha and Sarah Howe, 20s. each when eighteen years old or married. He gave to his other two daughters, Mary and Abigail, "for

*See a full account of her trial in Perley's "Short History of Witchcraft."

their pains and care that they have taken of me for several years and their labor for my maintenance", my house, barn, orchard, lands, salt marsh in Rowley, and movables indoor and out, and appointed them executresses. He signed his will James How, but it was proved, 11 Mar., 1701-2, as the will of James Howe, jr. The witnesses were Abraham, sr., Abraham, jr., and John Howe.

The inventory of his estate, made 3 Mar., 1701 or 1702, by John and Abraham Howe, amounted to £158. 1s., as per their items:—

Wearing apparel,	£7	0	0
Books, Bibles and sermon book,		1	
Feather bed and bedding,		8	
Chests, table, chairs and such,		3	
6 acres in the West Meadows,		18	
Salt marsh in Rowley,		16	
Meadow . . . yt . . . 18 acres		40	
Cow and mare,		3	
The homestead, upland and meadow, orchard and buildings	60	0	0

Children of James, jr., and Elizabeth Howe:—

8. JAMES, d. in July, 1664.
9. ELIZABETH, b. 1 June, 1661; m. Caleb Jackson, son of Nicholas, of Rowley.*
10. MARY, b. 25 Feb., 1664; d. "a blind maid," in Rowley, 27 Jan., 1731.
11. DEBORAH; m. 11 May, 1685, Isaac Howe of Roxbury, son of Abraham, jr., and had (b. in Roxbury), Abraham, b. 24 Oct., 1689, and Abigail, b. 4 Feb., 1692.
12. JOHN, b. 17 April, 1671.
13. ABIGAIL, b. 3 Dec., 1673; d. 16 Jan., 1753, "an old maid."

3. CAPT. JOHN HOWE was born about 1637. His youth seems full of roguish activity, an activity that frequently brought him before the Quarterly Court at Ipswich. He unlawfully rode Poor's mare, 30 Oct., 1656, and Peter Cooper's in 1658. A poetic effusion of his slandered the town and Thomas Baker in 1664. He trespassed on Daniel Hovey in 1667. But in 1681 he became town constable of Topsfield.

His homestead was in the northern part of the town, on a road leading from Ipswich Farms to Topsfield, cross-

*The Howes and Jacksons were neighbors.

ing the town line near the second bound-stone east of Baker's, now Hood's, pond; traversing the west side of Winthrop's meadow; crossing Howlett's brook, and passing the home-site of Joseph Smith, the Mormon's grandfather. His sister-in-law, the alleged witch, passed that way with the constable that fateful Sunday morning of her arrest. There is "a brook hard by my dwelling house". A little north of that brook is a rise of ground on the east side of the old road, where only a few years ago was an old cellar.

Captain Howe married Mary Cooper of Rowley, born 2: 4 m. (June), 1642, to Peter, a neighbor of his youth. The wife of John Howe was presented in court, May, 1663, "for wearing a silk scarf and silver bodkin, when she was a widow." She was discharged. There was more of the silk scarf in Sept., 1664. His wife Mary died 2 Mar., 1676-7, in Topsfield. He married, 2nd, before 20 Dec., 1686, Sarah Towne, born 26 April, 1657, to Edmund and Mary (Browning) Towne. He and his wife joined the Topsfield church 19 July, 1685. He made a marriage agreement, 25 Dec., 1706, with Mrs. Sarah Dennis, widow of Thomas, of Ipswich, with whom he had been published 7 Dec., 1706, at Ipswich, providing for her, if she became his widow—the marriage soon to take place.

His will, made 19 May, 1725, when he was "far advanced in years", signed "John How, Senior", proved 23 Dec., 1728, makes no mention of a marriage agreement, but provides well for a prospective widow, as wills generally do. He died 16 Dec., 1728, in his 92nd year.* Of his thirteen children, only six are mentioned in his will:—Sarah, John, Anne, Joseph, Lydia and Benjamin.

Children of John and Mary and Sarah Howe:—

14. SARAH, b. 12 May, 1665. In May, 1683, she engaged, as servant for one year, to June, 1684, with Jacob Adams of Newbury. She had been from home a year, before she let herself to Adams, whose home was ten miles from her father's. She left Adams after a while, and Francis Thurley entertained

*The following are guesses at his age from court records: 23 in 1663; 30, 33 in 1674; 35, 33, 36 in 1675; 90, 91 in 1728,—which makes his birth in 1640.

her. Adams sued Thurley for entertaining a fugitive from service. The Justice ordered her return. Then John Howe of Topsfield, an attorney, her father, appeared in her behalf, and entered an appeal. He said the girl was under age, but over sixteen years, and could not make a valid agreement without his consent. She m. 2 Mar., 1684, John Thurlow, b. 25 Mar., 1660, to Francis and Anne (Morse) Thurlow of Newbury. Had: (1) Mary, b. 10 Feb., 1686; (2) Sarah, b. 3 Oct., 1689; (3) Anne, b. 29 Feb., 1691; (4) Lydia, b. 20 Aug., 1695; (5) Bethia, b. 3 Mar., 1697-8; (6) Hannah, b. 9 Sept., 1701; (7) Martha, b. 14 Nov., 1707.

15. MARK, b. 17 Dec., 1666.
16. JOHN, b. 3 Mar., 1669-70.
17. ANNE, b. 1 or 6 Mar., 1672.
18. SAMUEL, b. 27 Mar., 1676.
19. JOSEPH, b. 28 April, 1679.
20. MARY, b. 31 Jan., 1681.
21. ELIZABETH, b. 22 Mar., 1682.
22. LYDIA, b. 20 Dec., 1686; d. 14 May, 1731-2. Her estate was valued £71. 5s. 2d. Her brother Benjamin gave bond as adm. 29 May, 1732. Her son Isaac Cummings, "as she called him," was b. 8 Dec., 1712. Isaac, of Falmouth, m. 14 Jan., 1730-1, Mary Curtis, and d. in Falmouth, of small-pox, 12 Nov., 1731. Isaac, of Falmouth, carpenter, for £32, sold or mortgaged half of his land in Falmouth to Zaccheus Perkins of Topsfield, 1 Jan., 1730.
23. BENJAMIN, b. 5 or 8 Jan., 1687-8.
24. HANNAH, b. 1 Mar., 1690-1; d. 1 Nov., 1695.
25. ABIGAIL, b. 6 Aug., 1692.
26. JOSEPH, b. 30 Sept., 1697; d. 27 Feb., 1742; m. wid. Phebe Goodhall, 2 April, 1729, who d. 5 June, 1737. His will, drawn 14 Jan., 1741-2, proved at Ipswich, 29 Mar., 1742, calls him yeoman and very sick, nominates his cousin, Isaac Commings, alias Howe, as executor, and gives him the estate. The inventory, made by Thomas Howlett, Thomas Perkins and David Balch, 13 April, 1742, contains the following items:—

Note of hand.....	£12
Wearing apparel.....	5
20 or 30 poles of land near Clark's bridge, in Topsfield.....	2 10
Rights in several lots on south side the river.....	5
Old book.....	5
Legacy due from Benj. Howe.....	15
An old musket and an old hogshhead.....	1

6. ABRAHAM HOWE was born about 1649, according to a court guess of 20 y. in 1669. Another court guess, however, of 34 in 1686, makes the year 1652. He died 21 Jan., 1717-18. He married, 26 Mar., 1678, Sarah Peabody, who died 29 Sept., 1732, in her 81st year. He occupied the ancestral estate in Ipswich-Farms. A seat was assigned him in the Topsfield meeting-house in 1700. In 1715, his minister's tax* for himself and son was eleven shillings. By articles of agreement signed by the widow Sarah and her seven children (Probate Docket, 14,030), she had left in the hands of her son Mark £200, her thirds of the estate.

Children of Abraham and Sarah Howe :—

27. LOVE, b. 15 Jan., 1678; d. 9 Aug., 1762; m. Samuel Porter of Salem, 15 Sept., 1722. She adm. upon her husband's estate 6 Nov., 1749. Personal estate, £231. 19s. 9d. A part of the assets was a "negro man". She leased of John Fowler, Ipswich, 20 Feb., 1752, a tenement—"the west end that was my father's, the two lower rooms, and the part of the cellar that was my mother's thirds—as a facility in educating her boys in Rev. Geo. Lesslie's home-school. Her son Samuel attended the Lesslie school.
28. INCREASE, b. 12 April, 1680.
29. SAMSON, b. 13 Nov., 1682.
30. ABRAHAM, b. 27 June, 1686.
31. ABIJAH, b. 17 Aug., 1689; m. (int.) 23 June, 1721, in Ipswich, Hannah Dow, b. 3 Oct., 1697, to Thomas and Susannah Dow.
32. ISRAEL, b. 24 Jan., 1692-3.
33. MARK, b. 25 Mar., 1695.

12. JOHN HOWE was born in Ipswich-Farms, 17 April, 1671, and died there 22 May, 1697. He was a farmer, and married in his 19th year Hannah Brown, daughter of

*The tax list of the Topsfield church for "the Farms": 1715.

Samuel Perley and his son John.....	12 shillings
Abraham How and his son.....	11 "
Stephen Perley and Timothy Perley.....	7 "
Daniel Foster.....	6 "
Abraham Foster.....	5 "
Caleb Foster.....	5 "
Jacob Foster.....	5 "
Isaac Foster.....	4½ "
Thomas Potter.....	4 "
Samuel Potter.....	3 "
Nehemiah Abbott and his son John.....	3 "

Nathaniel, of Haverhill, whose surname many searchers have sought in vain.

In the settlement of the estate the widow's bond names only one surety, "Nathaniel Brown of Haverhill". In the Howe family account book in the possession of the Ipswich Historical Society are numerous references to "cosen Brown" (1697), "weaving for mary brown" (1698), "plowing for hanah How" (1698), "cousen Hannah How" (1698), "Receaved of my cousen nathaniell brown money upon my cousen hannah account" (1698) "payd to mary brown 1s. 6d." (1698), etc. Nathaniel Brown, "carpenter living in Bradford", sold dwelling house and land in Haverhill, 11 Sept., 1700, by mortgage. No further record of him appears. Mary Brown may have been a daughter and so sister of Hannah Howe. She witnessed, 22 Nov., 1698, the signing of Hannah Howe's lease of her farm to Joseph Knowlton.

After the settlement of the estate and the lease of the farm, the widow Hannah removed to Haverhill, presumably to live with her father, and it was here that she was courted by Ephraim Roberts of Haverhill, son of Robert and Susannah Roberts of Ipswich, a cooper by trade, whose first wife, Dorothe Hendricks, had died 9 Jan., 1701-2. The Old Norfolk County records preserve the following entry:—"Jan. 10th, 1702, Ephraim Roberts of Haverhill, widower, was married to Hannah Howe, of Haverhill, widow, p. me Robert Pike; and he declared that he did renounce meddling with her estate." This record suggests a "smock marriage." Salisbury, where the marriage before the civil magistrate took place, is about fifteen miles distant from Haverhill, and the time was the depth of winter. There were already seven children in the family, including an infant born 15 Apr., 1701. By the second marriage there were two children—Patience, b. 5 July, 1703, and Mary, b. 27 Oct., 1705. Ephraim Roberts made his will, which was proved 10 July, 1738. The widow Hannah removed to Methuen, where she lived with her son Dea. James How and daughter Martha Howe, who was unmarried and was "helpful to me in my old age and sickness." Her will was dated 22 March, 1744-5, and probated 13 May, 1745.

Children of John and Hannah Howe:—

34. MARTHA, b. 13 June, 1691; d. unm.
35. SARAH, b. 8 Feb., 1692-3; d. 21 Jan., 1714-15; m. 28 Feb., 1711-12, Thomas Wood, b. Rowley, 4 Nov., 1689. He m. twice after, and d. 10 Jan., 1765, See deed, Thomas Wood to Abraham Howe, 18 April, 1734.
36. JAMES, b. 29 Mar., 1694-5. James Howe, over 14 years of age, son of John Howe, late of Ipswich, chose, 8 Feb., 1711-12, Ephraim Roberts, his father-in-law, of Haverhill, to be his guardian.—*Probate Records*, 310: 396.

16. JOHN HOWE was born in Topsfield, 3 Mar., 1669-70, and married 27 Sept., 1697, Sarah Cave of Topsfield, who died his widow, 6 May, 1730 (Topsfield Ch. Rds.). They joined the Topsfield church 30 June, 1706. He was a selectman of Boxford in 1713. The part of Boxford in which he lived became a part of Middleton, upon the set-off and incorporation of that town in 1728.

Children of John and Sarah Howe, born in Boxford :

37. MARK, b. 18 April, 1701.
38. MARY, b. 3 April, 1703; m. in Andover, 13 Jan., 1730-1, Samuel Farnum of Andover.
39. SARAH, b. 8 Jan., 1705-6; m. 25 April, 1733, Ebenezer Stiles of Middleton.
40. JOHN, b. 6 Mar., 1708-9.
41. ZERUAH, b. 15 May, 1715; m. in Middleton, 21 April, 1737 Paul Averill, a farmer, b. in Topsfield, 16 Dec., 1711; 8 children; d. in the winter of 1805-6.
42. JOSEPH, b. 7 Oct., 1719.

23. BENJAMIN HOWE was born 5 or 8 Jan., 1687-8. He married in Topsfield, 6 Dec., 1711 (1710. c. r.), Alice Bridges. They joined the Topsfield church 28 April, 1717. He settled his sister Lydia's estate. They removed to Sutton, Mass., in 1738.

Children of Benjamin and Alice, born in Topsfield:—

43. BENJAMIN, b. 20 April, 1712; d. young.
44. SARAH, b. 22 Oct., 1713; d. 2 Sept., 1734, in Topsfield.
45. BENJAMIN, b. 6 Oct., 1717.
46. JAMES, b. 20 July, 1719.
47. SAMUEL, b. 11 Feb., 1725.

28. INCREASE HOWE was born in Ipswich-Farms, 12 April, 1680, and died 29 Jan., 1754. He married, first, Mary Whipple, int. 23 April, 1709, who died 31 Aug., 1721. He married, second, Mrs. Susannah Kinsman, int. 10 Aug., 1723. He was a taverner and a very influential citizen, socially and officially. His will was proved 11 Feb., 1754. It mentions wife Susannah and daughters Priscilla, Susannah and Elizabeth, and sons Joseph, the elder son, and John.

Children of Increase and Mary and Susannah Howe :—

48. PRISCILLA; m. 24 June, 1731, Joshua Wilson of Exeter, N. H.
49. MARY, bp. 11 Oct., 1713; m. 20 May, 1731, Jacob Brown. The wife of Jacob Brown, jr., of the Hamlet, d. 5 Aug., 1736.
50. JOSEPH, bp. 7: 7 mo., 1713; d. 30 Jan., 1725-6.
51. SARAH, bp. 12 July, 1724; d. 4 Sept., 1724.
52. SUSANNAH, bp. 13 Feb., 1725; m. 10 Feb., 1747-8, Samuel Swazey.
53. ELIZABETH, bp. 7 Mar., 1730; m. (int.) 23 May, 1747, Thomas Boardman.
54. JOSEPH, bp. 4 Sept., 1737; d. 25 Mar., 1762, aged 25 y.; fitted for college at the Feoffee's school, Ipswich; grad. at Harvard; taught the Feoffee's school; m. (int.) 9 Dec., 1758, Elizabeth Berry, dau. of Thomas Berry, Hon., Col., M. D.; d. 16 May, 1759, aged 22. Joseph, "schoolmaster", made his will 6 Mar., 1762; it was proved 6 April, 1762. His wife Elizabeth, "by and with consent of my husband," made her will 11 May, 1759, giving "estate that came to me by my honored mother's will"; paid her own funeral expenses; gave husband £133, 6s. 8d., and "my silver poringer"; my brother John, my silver tankard; South Church in Ipswich, £6. 13s. 4d., supplementing her father's gift for plate; mother Howe, a handsome ring; sister Swazey, green damask gown; sister Boardman, dark gingham gown;—my honored mother, Elizabeth Berry, the remainder.
- 54a. JOHN, bp. 4 Nov., 1744; d. 2 Aug., 1752.

29. SAMSON HOWE was born in Ipswich-Farms, 13 Nov., 1682. He was brought up by his grandfather, Lt. Francis Peabody of Topsfield, who devised to him land there. Mr. Howe received, in 1718, upon the death of his father, his share of the paternal estate. In July, 1728, at Killingly, Ct., he and his wife Alice deeded to Thomas Perley all their right and interest in property that had

been his brother Nathaniel's of Boxford, and described in a deed from "our honored father, John Perley." A paper, without date, probably written about the time Samson settled in Killingly, empowered his father Abraham, as his attorney, to manage his estate and "concerns." Miss Larned's History of Windham County, Ct., says:—Mr. Howe settled in "Nashuway", between Quinnabaug and French River,—beyond Connecticut's limit, though reckoned in Killingly, 1708, and was a proprietor in Killingly, 1709, thus arguing a return to Boxford, for his betrouthed.

Samson Howe married, in Boxford, 8 June, 1710, Alice Perley, daughter of John and Mary (Howlett) Perley, of Boxford. She joined the First church in Boxford, 1706, and died, in Killingly, 19 July, 1746, in her 66th year. Samson brought a letter from the Woodstock church and joined the Killingly church, 19 Oct., 1715, the day that church was organized. He died in Killingly, 3 Sept., 1736. He was a captain, and held his commission from the English crown, and was the first man buried with military honors in that town. He left a large estate. His widow had half the land. But if she married she was to have £80; and outliving her second husband, she could return to the old homestead, if she wished. The value of his stock was £236; his armor, £25; his two negroes, £200. Of the negroes, his son Samson had "Leah", and Perley had "Caesar".

He was chosen clerk of the first meeting of the inhabitants, to form a religious society in the northern part of Killingly. He was one of the committee to lay out the ministerial lands—150 acres; to raise the meeting-house before winter set in; to lay the meeting-house floor and to seat the meeting-house. The North Society of Killingly, afterwards called Thompson Parish, was formed 23 Jan., 1730; the ordination was 25 Feb., 1730, with these members: Marston Cabot, pastor-elect: Benjamin Bixby, Samson Howe, and 24 others.

Mr. Howe was influential in establishing the state line that fixed the northern boundary of the county; he was, in 1729, one of a committee on roads; about 1726, was

licensed taverner; in 1715, he and Comfort Starr* bought the Whiting 1000-acre farm, to which Samson, son of Rev. Perley Howe, succeeded, taking the share his grandfather owned.

Children of Samson and Alice Howe:—

55. PERLEY, b. 1711.

56. ALICE; m. (int.) in Dudley, 7 Mar., 1739-40, Thomas Newell.

57. SAMSON.

30. LIEUT. ABRAHAM HOWE was born 27 June, 1686, and died 6 Mar., 1770, in the place of his birth, the Farms. He married, 31 Jan., 1712, Hephzibah Andrews, who was baptized 5 July, 1691, and died 13 April, 1753. She united with the church 30 Aug., 1719. This is the man who built his house and had it ready for his bride, on the orchard land purchased in 1711. He was a farmer. His will is dated 11 Mar., 1762. He was lieutenant in the militia.

Children of Abraham and Hephzibah Howe:—

58. MERCY, b. 3 Mar., 1713-14; m. (int.) 15 July, 1738, John Fowler, jr., of the Farms.

59. JEMIMA, b. 6. 12m., 1715-16; d. 20 June, 1795; m. 23 July, 1776, Jeremiah Smith of Linebrook Parish. He lived next east of the school house, and gave the land it rests upon so long as used for school purposes. He was b. 11 Nov., 1712, to John and Hannah, and d. 24 May, 1795.

60. HEPHZIBAH, b. 26 Feb., 1717-18; joined the church 27 June, 1742; d. 30 Nov., 1781; m. 1 Feb., 1753, Daniel Kimball of Linebrook Parish.

*This historical note suggests a colony from Ipswich-Farms and vicinity. Comfort Starr's wife was niece of Samson Howe's wife (See p. 13, Perley Family History and Genealogy). John Younglove of the Farms and Isaac Jewett of Rowley "followed Samson Howe." The first regular datable settler in Thompson was Richard Dresser of Rowley, who, in 1708, married Mary Peabody of Rowley, and had Jacob, born 1710, the first white male child born in the town. Dresser sold his "Nashuway" estate to Samson Howe. He died a few days after 9 July, 1728. Jacob, when only 18, "worked with a will," with cart and oxen, in building the meeting-house. He was Parish Clerk in 1741 and many following years, and was often in other offices. Benjamin Bixby from Topsfield was the first settler on Brandy Hill. Jacob Bixby, his nephew, and Nathaniel Brown of Killingly settled around there between 1721 and 1726. Was he the Nathaniel Brown of Family 12?

- 61. SARAH, bp. 4. 12 m., 1719; m. 4 Aug., 1771, Caleb Pool of Gloucester.
- 62. RUTH, b. 19 April, 1722; m. (int.) 10 Jan., 1741, Samuel Perley, a neighbor. *See* Perley Family History and Genealogy, p. 47.
- 63. ABRAHAM, b. 2 Jan., 1724-5.
- 64. ELIZABETH, b. 30 Sept., 1728; m. 26 Dec., 1761, Nimphas Stacey, of Gloucester; joined the church 27 June, 1742.

32. DR. ISRAEL HOWE was born 24 Jan., 1692-3, and died 15 July, 1740. He was a physician in Andover, locating there about 1718. He married (int.) 4 Sept., 1714, Mercy Warner of Ipswich, who died 20 Oct., 1765, aged 79 years. His widow Mercy settled the estate. The inventory, dated 6 May, 1741: 3 acres, with houses and barn, £175; money on bond, £32. 11s.; total, £415. 7s. 6d.

Children of Israel and Mercy Howe:—

- 65. ISRAEL, bp. 12 Feb., 1715-16, in Topsfield.
- 66. KETURAH, bp. 5: 3 m., 1717, in Ipswich; d. Andover, 30 June, 1786, aged 69; m., in Andover, Philemon Chandler, jr., 26 Nov., 1739. Children: John, b. 26 April, 1740; d. 5 Jan., 1766; Elizabeth, b. 29 Jan., 1748-9.
- 67. DANIEL, b. 1 May, 1719, Andover.
- 68. SARAH, b. —ber (bp. 25 Sept.), 1720; d. 11 Feb., 1720-1.
- 69. SARAH, b. 7 Feb., 1721-2.
- 70. HANNAH, b. 5 April, 1724.
- 71. PRISCILLA, b. 24 June, 1726.

33. DEA. MARK HOWE was born 28 Mar., 1695, and died 17 Feb., 1770. He married, first, 20 Dec., 1722, Hephzibah Perkins, who died 30 Jan., 1759; married, second, 11 Oct., 1759, widow Margaret Perley, who died 1 Sept., 1762 (*See* Perley History, p. 38); he married, third, 26 April, 1763, Elizabeth Bradstreet, who married, 19 June, 1770, Dea. Caleb Pool of Gloucester. Dea. Mark joined the church 30 Aug., 1724; Hephzibah the week before. "Violet", a negro slave, was sold by Joseph Parker to Samuel Bradstreet, then to Deacon Howe. In June, 1766, she sued Mr. Howe for her liberty. The court came in July.

"Sept. 10, 1766, then received of Mark Howe ye sum of twenty shillings in full of all debts, dues and demands

of what name or nature soever from ye beginning of ye world to this day—I say Received by me as witness my hand and seal in the presence of these witnesses :

John Fowler

her

Benja. Bixby

Vilet X (L. S.)
mark

For 8 visits and medicine in May and June, 1753, Dr. Jonathan Prince of Danvers charged Deacon Howe £2 15s. 4d.

Mark Howe, gentleman, was commissioned, 23 Sept., 1749, by Wm. Shirley, Governor and Capt.-Gen., as *Lieutenant* of the First company of Foot in Linebrook Parish, Ipswich, in the 2nd Regiment, Thomas Berry, Colonel. This interesting document was preserved by the late Wellington Pool, Esq., many years town clerk of Wenham. The Essex Institute has an excellent photograph of it. Lieut. Howe seems to have been a recruiting officer. He impressed, 15 Aug., 1757, John Smith's gun for Jacob Howe, jr., valued £1. 6s. 8d. The next day Daniel Kimball's gun was impressed for Francis "Setchel" (Shatswell), value £1. 14s. 8d., and Nehemiah Abbott's for Jonathan Chapman, valued £1. 6s. 8d.

An account of the soldiers under the command of Lt. Mark Howe that have enlisted into his Majesty's service, in defence of the North America :

Michael Holgate and Mark Howe, Jr., a whole turn each for Capt. Herrick—15 Mch., 1755.

In 1755, Mark Fisk, John Daniels, Ebenezer Davis, Jere. Setchel (Shatswell), for Crown Point, under Capt. Whipple, a half turn each.

Sept. 15, 1755, Nehemiah Abbott, a whole turn, for Crown Point, under Capt. Isaac Smith, hired by Allen Perley.

1756, Daniel Chapman, Jr., and Ebenezer Davis, Jere Satchel, a whole term each, for Capt. Israel Davis, to Crown Point. Setchel hired by Zechariah Dunnels. Also Asa Holgate and two Hams[h]eir men, hired on the Parish's account for Crown Point.

Anthony Potter and Samuel Potter, a whole turn each for Capt. Davis at Crown Point.

(To be continued.)



CAPT. SAMUEL LAMBERT
1768-1832

From the miniature in possession of the Essex Institute.



JONATHAN LAMBERT
1772-1814

From the miniature in possession of the Essex Institute.

THE LAMBERT FAMILY OF SALEM, MASS.

BY HENRY W. BELKNAP.

The Lambert family appears in Salem records as early as 1637, and that portion identified later with Rowley and connected with the church of Rev. Ezekiel Rogers undoubtedly spent the winter of 1637/8 in Salem, as they arrived late in the year, removing in the spring to Rowley.

MICHAEL LAMBERT OF LYNN.

Of Michael, of Lynn in 1647, Savage says that he had a wife, Elizabeth, who died Oct., 1657, and he married in 1659, Elinor, widow of Strong Furnell, and had two children, and, perhaps, by a third wife, Moses, born April 27, 1673; and that Michael died Aug. 18, 1676. He also had, according to the vital records, twins, Mary and Michael, born Jan. 23, 1661.

Isaac Allerton obtained a judgment against Mich: Lambert, Dec. 26, 1637, and he was a defendant in a slander suit brought by William Vincent, Jan. 26, 1638.

A lot in Salem was granted, Feb. 21, 1637, to Michael Lambert "if he inhabite here", but the *Essex Antiquarian* says that he probably failed to come. Also, there was granted, Nov. 26, 1638, "to henery harwood, halfe an acre lott wch was formerly granted Michaell Lambert nere Winter Island."

Dec. 26, 1637, a case was presented in the Quarterly Court (vol. I, p. 53), of Lt. Howe v. Richard Chadwell, and June 27, 1643, is the item, "Henry Collins and Henry Walton, Lamberts witnesses." "Of Lieft Howe or his brother." June 26, 1638, "Tho: Chadwell being absent Court lett fall." There is also a case of "Henry Walton v. Michaell Lambert. Constable Henry Collins. Debt, Dec. 27, 1642, and another in which William Vin-

cent sued Michaell Lambert for slander. Michaell Lambert was in Court for being drunk in August, 1644. He was of "lin" and his wife "Eliz" (*sic*) was admonished for "brewing on the Lord's day," Mar. 1, 1647.

The "Inventory of Micha: Lambert 9th mo., 1676, taken by Thomas Fairfax & William Bassett, £48:15:0; allowed 29 9mo 1676 and administration granted to Ellinor the relict." He left children:—Michaell, Abigail, Moses and Rebecca. Abigail married June 9, 1684, Samuel Hartt.

RICHARD LAMBERT OF SALEM.

Richard Lambert of Salem appears in the list of the land-holders in the town records in 1636:—"Ric^d Lambert, Joyner, Receiued for an Inhabitant but to purchase his accomodcon Jan. 23, 1636." "Five acres granted him Derbys fort side, July 18, 1637."

"This day also was convented before this court for drunckness Richard Lambert & was fined tenne shillings & ordered to sitt in the stocks twoe publike dayes (ye times referred to Coln^l Endicot to determin." Lambert was successfully sued for debt by "Willia Pester", June 26, 1638; but won a suit brought by John Pickeringe of Salem, June 25, 1639. He was defendant in an action for debt by John Symonds, Aug. 31, 1647. On June 16, 1651, the selectmen of Salem granted Rich: Edwards 20 acres in consideration of his resigning 20 acres below "mackerill Cove towards the Creek that he bought of mr Thornedick wch was formerly granted to Richard Lambert." He had land near Beckett's Lane in 1655.

Richard Lambert's wife was named Sarah, and as will be seen she was destined to be a great burden to the town for many years. In the town records, May 1, 1647, is an entry which it seems possible may refer to Sarah Lambert, although Richard was still alive, since he was fined, in November, 1655, for "smoking tobacco openly in the street"; but he was spoken of as deceased in 1659:—"Capt Hawthorne, mr Clarke, mr Corwin haue power giuen them to agree wth mr Emry about curinge

Goody Lambert & for dyett & what they shall doe the Towne pmiseth to repay them by the first of the 9th month next."

The only clue as to the date of death of Richard Lambert is afforded by the earliest mention of the care of his family which would set it as before December, 1657; for "it is agreed with Henry Hereck that he is to keep Richard Lambert's Daughter from y^e first of y^e 10th m^o 1657 to the first of the 2^d m^o 1658 and he is to haue allowed him in Clothes & other waies the Just Summe of fife pownd A year: : p^d him 5^{li} 16^s 3^d: rest to him this 4th 2^{mo}. 1659 17^s 1^d accounted with Hen Herik for keepinge of Lamberts daughter pd him the foll. p Roger Haskel 2^{li} 3^s 1^d & reamyn^e p Ed Batter the whole is: 2^{li} 10^s."

"There being an agree^{nt} with Ralf Elinwood in the 11th m^o 1659 to keepe Sara Lambert two years" &c. (land was granted to him).

Under date of Jan. 20, 1661, "Sarah Lambert is Comitted to Jerimyah Butman for a yeare begin[n]g 20 Day of Nouber past vntill the twentyth Day of the moneth Nouember next 1662 & the towne men haue pmised to pay him fixe pounds." Again, Apr. 26, 1662, "Its agreed and couenanted with the wife of William Lord Junio^r that fhe is to keepe and mainetaine Sarah Lambert seauen yeares if fhe foe longe liue", &c. Apparently this agreement did not last long, for, Dec. 17, 1662, it is "Agreed with goodwife Cantleburie in the behalf of her husband that he is to keepe and maintaine Sarah Lambert one yeare", &c.

She continued to be passed around as the following entries show:—"Jeremie Butman for Sarah Lambert 5:10:6," 1662. "Jeremie Boutman to be alowed for Sarah Lambert," 1663; and again in 1664, "To m^r Will Browne for Lamberts dafter and for his expences at gerall Court: to the 11th of 10th 66: tenn pounds I say 10:00:00." On Feb. 22, 1688, "Sarah Lambert to be dispoised of by the Discreacon of the selectmen for some Convenient tyme to those they see meet for at the ease of Towne Chardge." Jan. 16, 1670, "It. for keeping Sarah Lambert & Child 1667, 11:00:00." Jan. 16, 1671, "To Jn^o Clifford: for Keeping Sarah Lambert 07:00:00." Mar. 1, 1671/2;

"discourfe wth John Clifford to See whether he would Abate anything of the Seauen pounds p. year he Answered that he would not Abate anything and that for the time to come he would haue more of the towné or elce he would not keep her any longer. Agreed wth ffrancis Skery to keep her for one yere for fíue pownds." Evidently the charge of Sarah was no sinecure.

On Apr. 30, 1672, "Its ord'd by y^e Selectmen that forty Shillings be disbursed on the Townes account for the Cloathing of Sarah Lambert and m^r Batter is desired to doe it." "To ffrancis Skerey for Keeping Sarah Lamberts Child to haue fíue pounds also the same for Sarah Lambert", 1673. "Tho: greenslits wife to keep Sarah Lambert", 1673. "Nich maning for keeping Sarah Lamberts child," 1673. "Thomas Greenslut to keep Sarah Lamberts Child till it be 18 years old" (this last makes it evident that the child was less than six years old when Sarah was first provided for in 1661).

At last the town officers seem to have become desperate over the case, for, Sept. 22, 1674, "Capt Corwine & m^r Bartholomer are desired to Inq^r wt vessels are bound for Ver Genia & to Agree with any master for ye Carríng away of Sarah Lambert for w^{ch} they have whole power." Feb. 27, 1674/5, "1/2 Acre of land laid out to John Corwin pr ye Selectmen at ye Northeast end of ye now fence of ye land Sold pr Richard Hollingworth to philip Cromwel for ye use of ye sd Corwin wch land is Sold him pr the Towne Consideration Twelve pounds pr him pd to the Widow Greenslat allowed her for keeping Sarah Lamberts child." Evidently the plan to transport Sarah was not a success, as her keeping still figures on the records in 1675 and until 1679. The name of the daughter does not appear.

In Conant's list of marsh and meadow land-holders is found "(*4*) 3 Rich: Lambt (*3*) 2", i.e. 3 in family, 2 acres in a later hand; the starred figures probably are corrections. His land is mentioned in 1655 and he had Daniel Webb's house. Savage says the daughter, Hester, married, Oct. 8, 1659, Jeremiah Bootman, and they had Mary, born July 4, 1660; Jeremy, born Nov. 4, 1662; Mathew, born Sept. 11, 1665. "Oct. 26, 1679, Samuell

ye son of Jeremiah Bootman (by his wife Hester Lambert) Baptized as his wife was a member of the Salem church." *Beverly First Church Records*.

Savage also suggests that Richard Lambert, killed by the Indians, Sept. 18, 1675, at Bloody Brook, was a son of the first Richard.

JOHN LAMBERT OF LYNN.

In the Records of the Quarterly Courts of Essex County the earliest references to the name of Lambert, Dec. 27, 1642, with others later, refer, apparently or directly, to Michael Lambert or his wife, but in September, 1653, there appears a John Lambert.—“ye acco of Theophilus Bagley & Jno Lamberte there severall voyages with ye Companyes Boate to Boston, Waymouth, Brantreye & Hingham, 28 li.” in a list of accounts concerning the Iron Works at Hammersmith (Hammersmith was a part of Lynn).

Several suits appear:—“November, 1654, John Hathorne assignee to John Lambarte v. John Breks & Company and Mr John Gefford, &c. Debt.” (Jefford or Geford was connected with the Iron Works.) June, 1655, “Joseph Armytage (of Lynn) v. John Lambert”. Concerning a shallop. Nonsuited. “John Lambett owed the estate of Joshua Foote of Boston & Braintree in 1655”. *N. E. H. & G. Register*, vol. 9, p. 137.)

What connection, if any, there was between Michael and John and Richard of Lynn, and John of Salem, and between them all with Francis of Rowley, it has been impossible to find. Savage says, “John Lambert, Lynn, a fisherman, a. 1644, Salem, 1663, at Lynn again till d. Oct. 28, 1676.” This death appears in the town records of Lynn, and it is the opinion of the writer that Savage erred in connecting him with Salem, since, from the will of John of Salem, it is evident that he died in November, 1684, between the 14th, when it was dated, and the 25th, when the inventory was presented.

JOHN LAMBERT OF SALEM.

1. JOHN LAMBERT of Salem, fisherman, had left his wife and a daughter in England, but had brought with

him his son John, who, assuming his age to have been correctly stated in his deposition in 1677, was born about 1629. The only child, not recorded, so far as discovered, was his son John, mentioned in his grandfather's will in 1684 and executor of the will, therefore of full age at that time, and with a daughter Sarah, who receives a bequest from her great-grandfather. Also mentioned in the will is a grandchild Mary. It must be assumed that he had no other children than John and the daughter in England.

That he had vainly tried to get his wife and daughter across is proved by his being presented in the Quarterly Court, Jan. 26, 1668, as follows:—"John Lambert of Beverly, for living from his wife, was dismissed after satisfying the court that he had endeavored to send for her and expected her shortly." And again, June 27, 1671:—"John Lambert was presented for absence from his wife. The action was dismissed, he having used his utmost endeavors to have her come over to him." Nicholas Bartlett (who was of Kennebunk in 1651, and living in Salem in 1700) was in court, charged with breach of the peace, in striking John Lambert in April, 1665.

"Jo: Lambert and others petitioninge for libertie of fom lande to plant on moultons meferie their defire is not granted," Oct. 8, 1663. *Salem Town Records*.

The marriage of Elizabeth Lambert is found in the Salem Court Records, October, 1657, to William Cash, but it is not clear where she belongs in the family. Savage thinks she may have been a daughter of Richard's, and the name of the last child lends probability to this. They had children:—William, born Feb. 23, 1668; John, born July 10, 1671, died about July 24, 1671; John (twin), born July 10, 1672, died Aug. 26, 1674; Elizabeth, born July 10, 1672 (twin); Ann (twin), born April 29, 1675; Mary (twin), born Apr. 29, 1675; Hester, born Mar. 9, 1679.

John Lambert of Salem was a signer of a petition against imposts in 1668, and in November, 1670, he testified upon oath that when he went away and left his house on a Friday morning, it was fast nailed up with a board against it, and when he returned, his window was open, in which

time William Barnes broke into his house at the window, as he confessed. Barnes was sentenced to be branded and to pay the charges. (Barnes was a servant of Paul Thorndike of Beverly.)

Walter Price of Salem, in his will, May 21, 1674, proved June, 1674, leaves to his son John "the now dwelling house of John Lambert in Salem, or the debt due to me from him." The deeds show that John Lambert, in 1667, bought a house of Nathaniel Masters, taylor, on the Basse River side, which district was set off to the town of Beverly the following year. In 1670 he bought five acres more of William Hoare in the same locality. In 1683 he gave his grandson, John, of Salem, his house and some land.

He died in 1684, between Nov. 14 and 25, and his wife and daughter were still living, so far as he knew, in England. His will, dated Nov. 14, 1684, proved Nov. 24, 1684, provides for the following bequests:—

"To my loving wife and to my daughter in old England ten pounds, to my sone John Lambert five shillings, to my grandfone John Lamberts Daughter Sarah one of my feather-beds and all the furniture there vnto belonging, to my grandchild mary Lambert one pewter platter & one poringer. All the rest of my personal estate to my grandchild John Lambert whom I doe make full executor. I desire my two Loveing friends Samuel Corning senr and John Bennet to be overseers."

The inventory of the estate was made by Samuel Corning senr and Joseph Morgan, Nov. 25, 1684: £17: 18:6, and presented by his son John Lambert senr, Nov. 24, 1685.

Children:—

2. A DAUGHTER, who remained in England.
3. JOHN, b. perhaps abt. 1629; d. 1710/11.

3. JOHN LAMBERT, if his deposition in November, 1677, correctly states his age, was born about 1629. Like his father, he was a fisherman, but we find very few items to inform us of his doings. In the Records of the Court of Assistants of Massachusetts Bay (vol. 1, p. 241), under date of Nov. 12, 1683, "William Johnson

being presented by the Grand Jury was brought to the barr holding vp his hand at the barr was Indicted by the name of Willjam Johnston for that he not haueing the feare of God before his eyes but Instigated by the diuil Confoederating himselfe wth one John Graham & other Sea Rouers his Accomplices did together with them sometimes in the month of June in this present yeare 1683 on the high sea & neere the Coast of (Can)ady wth force of Armes pirattically assault, seize & take seuerall vessels & the Companyes belonging to them i e a certain Catch belonging to the Port of Salem John Lambert master &c after the euidences produced ag^t him were read Comitted to the Jury the Jury brought in their virdict they found the prisone^r W^m Johnson at the barr not guilty according to Indictment", &c.

He was administrator of Elias Wiett, lately deceased at sea, and brought in an inventory Nov. 27, 1666.

Essex deeds show that in or before 1660 his father-in-law, Edward Gaskill of Salem, ship-carpenter, had conveyed land to John Lambert of Salem, seaman, and Lambert conveyed a part to John Loomis Jan. 28, 1660, and for £25 conveyed back the remainder to Gaskill or Gaskoyne the same day, delivery to be made April 8 following, until which time he was "to stand y^e adventure of said house in case of any casualty by fire." Oct. 7, 1664, for "six quintals of marchantable dry codfish," he bought of John Ruck, vintner, part of Ruck's land at the back side of Lambert's lot. He also bought, Oct. 14, 1690, of Thomas Maule, merchant, a tract of land in the South Field, about two acres.

His deposition in 1695 is interesting as illustrating the early method of giving physical possession of a piece of land, by plucking a twig and taking up a piece of turf, and, in some cases, by giving the door-latch to the grantee. "Deposition of John Lambert Sen^r & of Simon Willard both of full age that September 21 1695 wee were both defired by M^r John Ruck of Salem to goe with him & his sonn Thomas Ruck to the homestead of Jn^o Alford as wee usually caled it & there M^r Ruck Said this land has Indeed been in said Jn^o Alford's posfesion

indeed but sd he sd Alford neuer paid me for it nor I neuer gaue him a deed of it therefore sd M^r Ruck to vs bear witnefs that I doe giue this Land to my son Thomas Ruck by Turffe & Twigg & sd M^r Ruck did then Stoop downe and toake hold of a twigg in y^e Garden of sd homestead & said here son Thomas I doe before thefe two men giue you pofefion of this Land by Turffe & Twigg & wee doe remember it to be y^e same day that M^r Ruck gaue his sd Son Thomas an Instrument of sd Land," Acknowledged Dec. 27, 1698.

He married, probably in Salem, Preserved, baptized Aug. 7, 1689, daughter of Edward and Sarah Gaskoyne (or, as the name soon became, Gaskon, Gaskill, &c.). July 29, 1690, "Edward Gaskin Sen^r of Salem, being very sick and weake in consideration of fatherly love to son-in-law John Lambert in Salem, senior, [deeds] all my now dwelling house in Salem, money, plates, Jewells, rings, debts, household stuff, apparell, &c" and "In consideration of above written deed of gift I said John Lambert engage to maintaine my father and mother in law Edward and Sarah Gaskin during life and to bury them credibly."

He died about 1710, when, at his widow's request, administration was granted to his son Ebenezer, Mar. 10. The inventory was taken Apr. 14, 1712, by Elizur Keysur and George Locke, and presented by Ebenezer Lambert, admr., amounting to £65:17:0. The "3^d Tuesday May 1715 Ebenezer Lambert admin^r to Estate of John Lambert Late of Salem dec^d is Authorized to Sell Reall Estate to pay his Debts", and on June 27, 1715, he sells, for £50, to William Luscombe of Salem, the late homestead, formerly in possession of John Alford.

Children, born in Salem:—

4. JOHN, prob. eldest child; d. June 30, 1704.
5. ELIZABETH, m. Oct. 16, 1678, Joseph (bapt. Sept. 12, 1653), s. of Joseph and Mary Swasey of Salem. He lived in what is now English St. in 1680, and later on the present Beckford St., and d. before 1709. She d. after 1711. Chn., b. in Salem: (1) Samuel, bapt. July 14, 1682, d. 1739; (2) Elizabeth, b. May 2, 1684, d. July 3, 1703; (3) Joseph, b. Aug. 10, 1685, d. May 26, 1770.

6. DANIEL, b. Oct. 3, 1658; d. 1695.
7. SARA, b. Feb. 7, 1660.
8. EZEKIEL, b. Mar. 3, 1661.
9. SAMUEL, b. Mar. 16, 1664.
10. MARY, b. Apr. 26, 1667.
11. JONATHAN, b. Dec. 23, 1669.
12. HANNA, b. Dec., 1671; d. Dec., 1671.
13. EBENEZER, b. Apr. 2, 1674; d. bef. 1739.

4. JOHN LAMBERT, whose birth and baptism are not recorded in Salem, was probably the oldest child. From a deed made in 1686, of the land left him by his grandfather, we find that he had then a wife Sarah, while from a deed made in 1695, unless there is an error in the recorded copy, it would appear that he had a wife Margaret. Nothing is found regarding him in the land or probate records, except two deeds, and the only child whose name is found is the daughter Sarah, mentioned in her grandfather's will, but Sewall mentions a son. He is called a shipwright in the deeds.

May 7, 1686, John Lambert sold to William Swetland, tailor, his grandfather's house in Beverly, next the old meeting house and the burying place, which he had received from John Lambert, the first, and a parcel of land on Bass river, and took in return for it Swetland's house, and Mar. 2, 1695/6, he sold to Daniel Bacon of Salem, fisherman, the piece of land in the South Field which his father had bought of Thomas Maule.

The lack of information about him in Salem records is abundantly made good, however, upon reference to the Acts and Resolves of the Province of Massachusetts Bay (vol. 8, pp. 386-398). From 1700 for some years there was more or less controversy and confusion in practice as to the question of jurisdiction in the matter of trials for piracy on the high seas. Kidd and his fellows were sent to London by Bellomont, notwithstanding Judge Sewall's objection. This delay and the difficulty over that case induced Parliament to confer upon the Crown authority to issue commissions for the trial of pirates by Courts of Admiralty, out of the realm. This act was dated Nov. 23, 1700.

A number of leading citizens of Boston fitted out as a privateer, in 1703, a brigantine of eighty tons—the “Charles”—for an expedition against the French enemies of England in Acadia and Newfoundland. She was to be commanded by Capt. Daniel Plowman, and as late as Aug. 1st the “Charles”, manned and equipped, was riding off Marblehead, when Plowman wrote the owners that, owing to severe illness, he was unable to take her to sea and urging their speedy coming to take care of the ship. They accordingly went to Marblehead, and though Plowman was too ill to see them, he wrote begging that the vessel be sent to Boston and her equipment removed, and that they should not send her to sea under a new commander, declaring “it will not do with these people” (meaning her crew). Before measures could be taken, the crew locked the commander into the cabin; where he lay sick, and, under the command of one John Quelch, made for the South Atlantic. At some time the captain, alive or dead, was thrown overboard. Off the coast of Brazil they captured, between Nov. 15, 1703, and Feb. 17, 1703/4, nine vessels of various descriptions, apparently all the property of subjects of the King of Portugal, an ally of England, from which they took food, fabrics, gold-dust, and two negro boys, together with guns, ammunition, &c., of about £1,700 value.

Nothing was heard of the ship until May, 1704, when the *Boston News-Letter* reported her arrival at Marblehead. The crew seem to have landed or at once dispersed to various points, but very soon many circumstances arose to throw suspicion upon their story of the recovery of great treasure from a wreck. Two of the owners, William Clark and Charles Colman, laid information against them, and on May 23 the attorney-general, Paul Dudley, set out to capture them, for on that day Judge Sewall met Dudley at the tavern in Lynn, “in egre pursuit of the Pirats” and with one of them already in hand, whom he turned over to Sewall. Energetic action resulted in the seizing of a number of the men at various places, and among the number was John Lambert of Salem, then about forty-nine years of age.

On June 20, 1704, Lambert and four others were tried, Quelch having been convicted of the felony, piracy and murder, and sentence of death pronounced upon him the previous day, when they pleaded "not guilty," but were sentenced to "Dy in like manner." Twenty-two in all were tried and but two at that time acquitted, one having been sick on the voyage and the other a servant fourteen years of age. June 30, 1704, Quelch, Lambert and five more were executed, except one, Francis King, who had a reprieve.

Judge Sewall records in his Diary: "After Diner, about 3. p. m. I went to see the Execution. Many were the people that saw upon Broughton's Hill. But when I came to see how the River was cover'd with People I was amazed: Some say there were 100 Boats. 150 Boats and Canoes saith Cousin Moody of York. He told them. . . . the place of Execution about the midway between Hanson's point and Broughton's Warehouse. When the scaffold was hoisted to a due height, the seven Malefactors went up; Mr Mather pray'd for them standing upon the Boat. Ropes were all fasten'd to the Gallows (save King, who was Reprieved). When the Scaffold was let to sink, there was such a Screech of the Women that my wife heard it sitting in our Entry next the Orchard, and was much surprised at it; yet the wind was sou-west. Our house is a full mile from the place." Sewall continues his account on July 2: "By my Order, the diggers of M^m Paiges Tomb dugg a Grave for Lambert, where he was laid in the Old burying place Friday night about midnight near some of his Relations: Body was given to his Widow. Son and others made Suit to me." The editors suggest that the reason John Lambert was thus allowed special burial was that he may have had respectable connections. In his last speech Lambert "pleaded much on his innocency" and "desired all men to beware of bad company."

Some time later a number of the remaining pirates received the Queen's pardon, and Sewall and some others seem to have had misgivings as to the legality of the trials, and certainly not all the men could have been proved

guilty as principals in the acts of piracy or murder, and they were evidently entitled to a jury trial, but they did not have even the benefit of a doubt. It is called a clear case of judicial murder.

Children :—

14. SARAH, b. bef. 1684.

14a. A SON, only known through the reference in Sewall's Diary.

6. DANIEL LAMBERT, born Oct. 3, 1658, was also a shipwright, and there was an unidentified Daniel of Sweet's Cove, Salem, engaged in the same trade about 1663. He bought a lot of Jonathan Neale of Salem, cordwinder, for £10:15, and built a house upon it, in 1682, and in 1686 he had also bought a wharf, when he bought more land adjoining from John Ruck. In 1691 he bought a small plot of Samuel Woodwell of Salem, glover, and the next year still more of John Ruck, adjoining his own land, "next ye King's High Way." That same year he and William Smith, tailor, exchanged houses, "the exchange whereof one with the other will be Accomodable & Advantagious to them in there respective Occupac^{ns}." Dec. 31, 1692, he sold to Capt. John Legg, Mr. William Hirstt, Mr. John Turner and Stephen Sewall, one-fourth part "in ye Hull or body of ye Barke Ollieubranche with all her Masts yards boat and Carpenter worke." The next year he bought more land of John Ruck and also sold some adjoining his own to James Rix.

He married, first, June 5, 1682, Mary, born Apr. 3, 1661, daughter of Robert and Elizabeth Graye of Salem and later of Andover; she died before 1693, and he married, second, Elizabeth Crouder (Croade), widow of Edmund Bridges, who survived him, as administration on his estate was granted her Dec. 22, 1695. She was still a widow in 1710, and was living as late as 1724.

The inventory of his estate, Nov. 4, 1695, includes "putting the child out to nurse, Daniel Lambert's schooling, keeping four children and Samuel Lambert's schooling, and the net real and personal estate was £187:16:17. The division was made, 1/3 to the widow for life and to revert to the children, Daniel, eldest son, Samuel, Joseph, Mary, Elizabeth, Rachel and Abiah. Samuel was to make

certain payments and was awarded the house and homestead in Salem. Ebenezer Lambert was made guardian of the son Daniel: John Lambert, sr., of the son Samuel, and Mary and Rachel were placed under guardianship of Thomas Waller of Charlestown.

In 1710, Daniel, the eldest son, "purchased by the act of Redemption", for £81:10, the house and homestead of his father from Samuel Swasey of Salem and sold it to him by the same instrument. One of the bounds was the highway to Marblehead, and the widow Elizabeth sold Swasey her rights and those of her daughter Abiah. The daughters Mary and Elizabeth had conveyed their own rights to Swasey the previous year and were then unmarried and living in Boston.

Elizabeth, the widow, married (intention) June 6, 1713, Moses Gilman of Exeter, N. H., yeoman, and they sold land in Salem, on the main street, to Joseph Neale of Salem, cordwainer, Sept. 26, 1724.

Children, born in Salem* :—

15. MARY, b. Feb. 20, 1683.
16. ELIZABETH, b. Apr. 9, 1684.
17. DANIEL, b. Dec. 7, 1686.
18. SAMUEL, b. Feb. 5, 1688; d. young.
19. SAMUEL. b. Apr. 7, 1689; d. 1742.
20. PRESERVED, b. Apr. 21, 1691; d. Sept. 24, 1698.
21. JOSEPH, bapt. Apr. 12, 1692.
22. RACHEL, bapt. Sept., 1694.

Child, by second wife:—

23. ABIAH.

*In the files of the Supreme Judicial Court for Suffolk County appears the following:—

Boston, Sept. 6, 1720

Cornall John Appleton Sir I would Desior you for to Impouer Mr Samuell Swasey so as to get the Estate that Is Left for me at Salem which was my mother Mary Lambert which was left for me the orphan Jonathan Lambert and In so doing you will oblide me your humble Servant

Jonathan Lambert

Witnisis

Nathaniel Ayres

Nathaniel Ayres Junr

The above would seem to indicate a son Jonathan; but as he does not appear among the heirs to whom the estate was distributed it cannot be definitely stated.

7. SARAH LAMBERT, born Feb. 7, 1660 ; married, first, Henry or James Frood, or Frude, probably of Marblehead, and second, Sept. 7, 1688, Daniel Bacon, jr., who is called son-in-law in a deed by John Lambert in 1696. Daniel Bacon was born Oct. 14, 1665, and died after 1750. They had eight children. He bought some land of the executors of John Ruck, Feb. 6, 1698/9, on which he built a house where he lived till his death.

8. EZEKIEL LAMBERT was born Mar. 3, 1661. His house is mentioned Nov. 23, 1688, in the will of George Deane or Dane, of Salem. Ezekiel was probably occupying Deane's house at that time, and as no record of his marriage appears, it suggests itself that he may have married Deane's daughter. Savage says that Deane's daughter Elizabeth married Jonathan Lambert, but in the division of the Thomas Deane estate among the children appears the only son of Jonathan Lambert, and it would appear that Thomas Deane, who was a son of George Deane and married for his second wife Elizabeth Beedle, had a daughter Elizabeth who married Jonathan Lambert. George Deane had daughter Sarah and a daughter Hannah, who married in 1701 John Cook. Nothing more has been found relating to Ezekiel or to his family; no settlement of his estate, nor any recorded deeds.

9. SAMUEL LAMBERT was born Mar. 16, 1664. His house appears in Salem Commoner's records as standing in 1661 and also in 1702, and in the list of Proprietors of Common Lands he had one right. Samuel was a mariner and evidently made a voyage in 1711, for there is record of a draft dated "London, October 15, 1709. 20 days sight draft of Samuel Lambert (signed by mark) on Margaret Lambert, wife of Samuel Lambert in Salem, to John Kitchen for £5:12:6." The draft was protested Apr. 28, 1711, "as her husband was come home."*

*It was probably this Samuel Lambert whose name appears in a list of names of those summoned to appear before the Governor as pilots in the expedition to Nova Scotia, 5 May, 1707, and sent on board the *Speedwell* for transportation to Nantasket: SAMUEL LAMBERT—"Good Pylot for y^e Coast of Cape Sables alias Nova Scotia & off y^e Cape."—Mass. Province Laws, vol. 8, p. 693.

Mary, the widow of John Warner, as administratrix of Jonathan Prince, for £35:10, conveyed to Samuel Lambert of Salem a house and land next to the creek, July 23, 1694, and there he lived and died and was succeeded by his son Jonathan Lambert, who died possessed of the estate. Administration was granted Aug. 1, 1774, the house and land then valued at £80. The house was taken down in 1789, according to Rev. William Bentley's Diary.

Samuel married before 1690, Margaret, born Apr. 23, 1671, who died after 1732, daughter of John and Hannah (Collins) Browne, and John and Mary Collins, for £14, conveyed to Samuel Lambert of Salem, mariner, about an acre on the main street, under a mortgage payable in 1717. John Collins of Salem, shoreman, sold a common right to Samuel Lambert Apr. 27, 1721.

The children of John Browne, including Samuel Lambert and Margaret his wife, Nov. 22, 1728, conveyed their rights in the estate of their mother Hannah Browne, alias Culbert (*sic*, an evident error for Collins), to their brother Joseph Browne of Salem, for £99.

Samuel died between Jan. 17 and Apr. 3, 1732, the date and probate of his will, which provided as follows: "I Samuel Lambert of Salem, Shoreman, Weak in Body, To Margaret my beloved Wife fifty pounds in money: likewise the use and Improvement of the Whole of my Estate dureing her Natural Life or so Long as she Remian my Widow, but if she marry two hundred pounds. To my son in law Joshua Tyler and Margaret his wife one hundred pounds in money after my Wifes decease. To my son in law Thomas Mafon and Preserved his wife five shillings. To my Son in Law Benja^a Manning & Hannah his wife one hundred pounds at my Wife's decease. To my Grandson Thomas Mafon Twenty Pounds and to my Grandaughters Margaret & Abigail Mafon fifteen Pounds a peice at my Wifes Decease Except my Wife shall see caufe to give them any part thereof in her Life time. To my two Sons Joseph Lambert and Jonath^a Lambert Remainder of my Estate real Personall or mixt, Equally Divided at my Wifes Decease. Margaret my Wife sole Executrix."

Children, born in Salem :—

24. MARGARET, b. Jan. 14, 1690; d. June, 1775.

25. PRESERVED, b. Apr. 30, 1692.

(Dr. Bentley remarks that these two daughters lived to a great age.)

26. SAMUEL, b. Jan. 1, 1693/4.

27. HANNAH, b. Nov. 17, 1696.

28. JOSEPH, b. Aug. 1, 1702; d. 1764.

29. JONATHAN, d. July 19, 1774.

11. JONATHAN LAMBERT was born Dec. 23, 1669. He was a ship-master in Boston, and married, it would seem, Elizabeth, said to have been the daughter of George Deane of Salem and his wife Elizabeth, but as stated above in notes on Ezekiel Lambert, it appears more likely that she was the daughter of Thomas Deane. Elizabeth Lambert, probably the widow of Jonathan Lambert, married Dec. 5, 1710, in Boston, John Buchanan.

May 15, 1711, Daniel Bacon, jr., of Salem, shipwright, gave bond for the guardianship of Daniel Bacon's kinsman, Jonathan Lambert, a minor, upwards of four years, son of Jonathan Lambert, mariner, of Boston, and Jan. 12, 1718/19, being then aged 22, Jonathan releases him.

The inventory of Capt. Jonathan Lambert, mariner, was presented Jan. 30, 1710, at Boston, by Elizabeth, his widow and administratrix, who in an account Oct. 31, 1717, is called Elizabeth Buchanan, late Lambert. Jonathan therefore died about 1710.

In the Essex Institute Historical Collections, vol. 12, p. 281, it is stated that probably Jonathan and Benjamin Lambert of Boston were children of Jonathan and Elizabeth Lambert, though there is contradictory evidence, as among the heirs of Mrs. Elizabeth Deane in 1706, Elizabeth Lambert's name does not appear; but her son Jonathan seems to have inherited her portion. Nevertheless, in the Boston vital records, the births of the two sons are given as the children of Jonathan and Elizabeth Lambert.

Children, born in Boston :—

30. JONATHAN, b. Mar. 30, 1696/7.

31. BENJAMIN, b. June 1, 1699; d. young.

13. EBENEZER LAMBERT, born April 2, 1674; married before 1696, Mary, baptized Aug. 24, 1701, First Church, daughter of Joseph Hardy, jr., of Salem. He was a shipwright, and in 1705 he bought of James Rix a house and wharf. He died before Apr. 5, 1728, and his administrator conveyed $\frac{2}{3}$ of this purchase to Samuel Swasey. The other third was the widow's dower and was conveyed by the administrator to the widow Annie Swasey of Salem, July 21, 1742, the widow Lambert probably being dead. Ebenezer had conveyed this Rix property for £100 to Joseph Hardy of Salem, shipwright, Mar. 5, 1706, and Hardy, being then of Boston, for the same consideration, reconveyed it to Ebenezer, June 29, 1713, and in each case there was also a small plot that had been bought of Thomas Ruck.

The heirs of Joseph Hardy, jr., including Ebenezer Lambert and his wife, conveyed May 27, 1706, for £10, to John Higginson, jr., land on the north side of the Merrimack river, near Haverhill, 240 acres which Hardy had bought of Jeremiah Belcher of Ipswich, in 1680.

Ebenezer sold to Benjamin Marston of Salem, on Dec. 29, 1712, the sloop Betty, about 80 tons, and her appurtenances, for £240, and Marston sold her to Benjamin Woodbridge for £1000, which was a very pretty stroke of business for Woodbridge.

Ebenezer mortgaged his house for £25:10, to Samuel Browne of Salem, Dec. 27, 1715, and bought of John Ruck of Salem, blacksmith, a small lot adjoining his own, Dec. 9, 1717, for which he paid £34, and which he sold the next day to Samuel Swasey of Salem, shipwright, for £20, which would not seem to have been a profitable transaction.

Swasey bought, July 24, 1729, of Samuel Lambert, shoreman, and Daniel Bacon of Salem, shipwright, administrators of Ebenezer's estate, his house and land and the wharf adjoining for seventy pounds, reserving for the widow a part of the house.

The inventory of his estate was presented by the administrators, Apr. 5, 1728, and division was made July 12, 1729, the estate being insolvent. (Daniel Bacon, one

of the administrators, had married as her second husband, Sarah, the sister of Ebenezer Lambert.)

Children, baptized in First Church, Salem :—

32. MARGARET, b. July 26, 1696.
33. MARY, bapt. Aug. 24, 1701; d. young.
34. MARY, b. Mar. 26, 1702/3.
35. EUNICE, b. Apr. 3, 1706.
36. BENJAMIN, bapt. July 3, 1709.
37. SARAH, bapt. June 24, 1711.
38. SEETH, bapt. Sept. 6, 1713.
39. EZEKIEL, bapt. June 9, 1717.
40. EBENEZER, bapt. June 9, 1717.
41. JEHOADEN, bapt. Oct. 25, 1719.

17. DANIEL LAMBERT was born Dec. 7, 1686. He married May 6, 1708, Margaret, born Nov. 22, 1687, daughter of Benjamin and Sarah Horne or Orne of Salem, who died before 1735, probably before Feb. 2, 1733/4. After the death of his wife he removed to Newport, R. I., whence he conveyed his wife's interest in the estate of Benjamin Orne, late of Salem, taylor, "which belonged to Margaret my wife," to his daughter Sarah, wife of John Mathews of Boston. Sarah Orne, the widow, and her children, including Margaret Lambert, deeded, Feb. 7, 1721/2, a common right in Salem, "accrued to us by virtue of the dwelling house that was formerly Longstaff," and Daniel Lambert and Margaret his wife, Dec. 22, 1712, conveyed their house and land to Sarah Orne, widow, for £30, with Daniel's personal estate.

In Salem Notarial Records, under date of Jan. 28, 1713/14, is found the following "Protest, Whereas by a charterparty dated Nov. 26, 1713, between Edward Cox of Salem and Daniel Lambert of Salem, ship carpenter, on the one part, and Richard Oakes of Salem, merchant, whereby the said Cox and Lambert agree to build a shallop for the said Oakes under condition that he furnish the planks which he failed to do."

Child, born in Salem :—

42. SARAH, b. May, 1714, for "Ebenezer Felton testified his wife was present at ye birth of Sarah, May, 1714, and died in 1714." "Deposition of Benja Orne of Salem, aged 41 years, saith that Sarah ye Daughter of his late Sister Margaret

Lambert is now more than 21 years of age. August 19, 1735.—*Essex Deeds*, vol. 68, p. 187.

19. SAMUEL LAMBERT was born Apr. 7, 1689, in Salem. He was only six years old when his father died, and was under the guardianship of his uncle, John Lambert, sr. There is nothing to indicate that he was married and there is little on record about him. He was a weaver by trade, one of the few in the family who did not follow the sea. May 1, 1710, he sold to Samuel Swasey of Salem, shipwright, his share in his father's land, which was then in possession of the widow, for £8:12, and Apr. 22, 1722, he bought, for £3, a small "gusset" of land in Salem of Edward Fuller, husbandman and blacksmith, of Salem. He died in 1742, and administration on his estate was granted to Joseph and Jonathan Lambert, May 20 of that year.

21. JOSEPH LAMBERT was baptized April 12, 1692, in the First Church, Salem. He was a tailor and lived in Marblehead and Salem, his children, so far as found, having been born in the former town. He probably removed there soon after his marriage, Dec. 30, 1736, to Lydia, born Oct. 24, 1713, daughter of Benjamin and Anne (Green) Ropes. He and his wife sold, for £58, to Miles Ward, jr., of Salem, joiner, the land set out in the division of the estate of her father Benjamin Ropes, late of Salem, March 22, 1738, also the same day, for £12, their rights in one-fifth part of the real estate, including the dwelling, set off to the widow Anna Ropes. He died in 1754, and his inventory amounted to £16:5:9, and was assigned to his widow for bringing up her children.

Children, born in Marblehead :—

43. ANN, bapt. Aug. 12, 1739.

44. ELIZABETH, bapt. Apr. 1, 1744.

45. JOSEPH, bapt. Nov. 2, 1746.

24. MARGARET LAMBERT was born Jan. 14, 1690, and married Nov. 13, 1712, Joshua, born July 4, 1688, son of Moses and Prudence (Blake) Tyler of Rowley Village (Boxford). He was a mariner. Joshua died before May 14, 1735, and Margaret died June, 1775.

Children :—

JOSHUA, b. Jan. 1, 1714.

BENJAMIN, b. Mar. 3, 1716.

JOSEPH, b. June 23, 1719.

MARGARET, b. June 18, 1723.

25. PRESERVED LAMBERT was born Apr. 30, 1692, and married Oct. 8, 1719, Thomas, born June 2, 1699, son of Thomas and Abigail (Greenslit) Mason.

Children, born in Salem :—

THOMAS, b. July 9, 1723.

SAMUEL, b. July 5, 1726.

26. SAMUEL LAMBERT was born Jan. 1, 1693. From a deed in 1710, when he disposed of his share of his father's estate, we find that he was then called "of Salem" and a weaver, but evidently he removed the same month to Middleton, upon his marriage, and there his children were born. He married May 4, 1710, Mary Squier. (A Mary Squiers was born Mar. 10, 1686, at Newbury, but it is not known if she was the Mary above.) Nothing has been found about the Squier family except a few marriages in the Salem vital records.

In the Middleton Minister's Rates, Dec. 24, 1729, appears the name of Samuel Lambert, and in the Town Book, May 10, 1739, "the house which was Samuel Lambert's on y^e way that comes from the homestead of Samuel & Ebenezer Berry into Andover road."

In the Essex County Registry there is an unrecorded deed under date of Mar. 6, 1739/40, in which his widow Mary and his children, for £110, deed to Stephen Wilkins of Middleton, husbandman, several pieces of land in Middleton. Among the children named in this deed is Samuel Lambert (or, as this family seem to have spelled the name, "Lambartt"), and no such son appears among those born in Middleton, while Sarah, the youngest child recorded, does not appear. It may be that the Sarah of the vital records should really be Samuel, as it seems unlikely that there would be an error in an original deed.

Samuel was, as is shown by the above deed, dead in 1739/40, but the date is not found in the Middleton records.

Children, born in Middleton:—

46. PATIENCE, b. Feb. 25, 1710.
47. EUNICE, b. Oct. 23, 1712.
48. JOSEPH, b. May 7, 1714.
49. MARY, b. Mar. 11, 1718.
50. SARAH, b. Sept. 28, 1721; m. May 5, 1742, in Salem, Francis, son of Nathaniel Carroll.

27. HANNAH LAMBERT was born Nov. 17, 1696, and married Dec. 25, 1718, Benjamin Manning, whose birth and parents have not been found.

Children, born in Salem:—

- RICHARD, b. June 21, 1720; d. June 22, 1720.
 ELIZABETH, b. July 18, 1721; d. July 20, 1726.
 HANNAH, b. Sept. 7, 1723.
 MARY, b. July 24, 1725.
 BENJAMIN, b. June 12, 1727.
 ELIZABETH, b. July 12, 1729.
 MARGARET, b. July 22, 1733; d. Feb. 10, 1733/4.
 JACOB, b. Feb. 4, 1736/7.

28. JOSEPH LAMBERT was born Aug. 1, 1702, and was a merchant and shoreman in Salem. He married Feb. 2, 1726/7, Mary, born May 8, 1706, died Dec. 30, 1795, daughter of John and Sarah (Manning) Williams. They, with the other heirs of John Williams, bought of the widow Ruth Purchase, for forty shillings, a right which had belonged to her brother Ebenezer Williams, cooper, July 30, 1750, and they sold, Apr. 5, 1753, for £11:8:8, to Enos Pope of Salem, clothier, a common right, called the Green Pasture, in Salem, which had belonged to their father Samuel Lambert. They also conveyed, Aug. 5, 1763, for £11, to their son Joseph, jr., of Salem, mariner, a lot on the road leading to the Neck in Salem, which had belonged to Joseph's uncle Joseph Browne.

Joseph Lambert died in 1764, and his widow conveyed, Jan. 4, 1770, for £10:13:4, to her son Joseph Lambert of Salem, mariner, a common right in the Great or Cow Pasture in Salem and Danvers, which had belonged to her father John Williams. She also mortgaged, Dec. 1, 1791, for £40, to Thomas Mason of Salem, merchant, the westerly end of her dwelling house and land in Salem.

- The inventory of Joseph Lambert's estate was taken Nov. 26, 1764, and included half a house called "the Block House" and land near the Neck Gate in Salem and half a pew in Mr. Diman's meeting house. The amount of the inventory was £107:18:11. Administration had been granted to the widow Nov. 19.

The will of Mary Lambert of Salem, widow, dated Nov. 30, 1793, and probated Apr. 15, 1796, provided: "My Executors shall consider a debt due the estate of my late son Joseph Lambert, deceased, although the statute of Limitation would debarr such claim inasmuch as my grandson Joseph Lambert administrator of the Estate of his father Joseph Lambert deceased, has not put such claim in suit. To my grandchildren namely Joseph Lambert, Mary Crowninshield, Hannah Rice, Lydia Townsend & Priscilla Lambert, 1/6 part of real and personal estate. To my five daughters Margaret White, Mary Preson, Priscilla Ropes, Elizabeth Phillips, the residue of my estate. Andrew Prefson executor."

Bentley's Diary contains a number of allusions to the widow Mary Lambert, recording the deaths of different members of her family, and in almost every case alludes to her children or grandchildren at sea.

Children, born in Salem ;—

51. MARGARET, b. abt. 1729; d. Nov. 16, 1803.
52. JOSEPH, b. abt. 1731; d. Aug. 17, 1790.
53. MARY, "JR.," b. Feb. 2, 1732; d. Nov. 18, 1810.
54. SARAH, b. abt. 1735; d. Sept. 11, 1802.
55. LYDIA, bapt. Sept. 25, 1737.
56. PRISCILLA, b. Feb. 26, 1739; d. Sept. 22, 1808.
57. HANNAH, b. abt. 1740; d. Oct. 14, 1773.
58. ELIZABETH, b. abt. 1741; m. May 28, 1771, Henry Phillips, who d. bef. 1796. No chn.

29. JONATHAN LAMBERT, whose birth date is not recorded, married Oct. 14, 1742, Lydia, baptized Jan. 22, 1709/10, daughter of Christopher, jr. and Ruth (Babidge) Randall, Jan. 4. 1765, Jonathan Lambert of Salem, mariner, and Lydia his wife conveyed, for £10:13:4, to Thomas Mason of Salem, merchant, one-half part of two common rights in Salem, first division, in the Great

Pasture, which were given by his father's will to his deceased brother Joseph and himself. He bought a house and land in Salem of the heirs of Joseph Lambert in 1765.

The Diary of Benjamin Lynde, jr. records, July 18, 1774, "Capt Jona. Lambert moved for small pox & died next day."

Administration on his estate was granted to his son Jonathan, Aug. 1, 1774, and the inventory was taken the next day. It included half a pew in the lower meeting house, a house, barn, &c.

Children, born in Salem :—

59. JONATHAN, b. Aug. 9, 1743; d. Nov. 9, 1804.

60. LYDIA.

61. MARGARET; m. Dec. 6, 1767, Adam Wellman, and d. bef. 1796.

30. JONATHAN LAMBERT was born Mar. 20, 1696/7, and it was probably he who was master of the "Sea Flower, sloop," owned by Timothy Orne, jr., of Salem, which sailed December, 1747, on a voyage to North Carolina with a cargo of New England rum, molasses and oznabriggs. It was likewise probably he who was cast away Oct. 24, 1759, as Bentley records. He removed to Boston, for he was married there Mar. 4, 1717/18, to Mary Buchanan, and his children's births are there recorded.

In a deed, May 5, 1737, Jonathan Lambert, of Boston, shipwright, with the consent of Mary his wife, sells for £5, to Samuel Swasey of Salem, shipwright, one sixty-third part of a tract of land called "A Canada Township,"* lately granted by the General Court of Massachusetts Bay "to Samuel King & others Heirs and representatives of Such as were in the Canada Expedition [in the year 1690], it being y^e Right allowed Said Swasey for one Jon^a Lambert (Dec'd)."

Children, born in Boston :—

62. JOHN, b. Oct. 16, 1719.

63. JONATHAN, b. June 9, 1722.

64. MARY, b. Sept. 8, 1724.

65. ELIZABETH, b. July 1, 1730.

66. THOMAS, b. Jan. 28, 1735.

*This township was laid out 19 June, 1735, six miles square lying west of the Narraganset town.—*Mass. Province Laws.*

35. EUNICE LAMBERT was born Apr. 3, 1706, and married June 9, 1733/4, William Steward, whose parents have not been found.

Child :—

EUNICE, bapt. Nov. 17, 1734.

36. BENJAMIN LAMBERT was baptized July 3, 1709, and married (intention) Oct. 25, 1732, Mercy, baptized May 10, 1719; daughter of Thomas and Mercy (Vealy) Cole. He died before June, 1754, when his widow sold, for £1:6, to James Peirce, jr., of Salem, laborer, a third part of house and land then occupied by the said Peirce.

Child, baptized First Church, Salem :—

67. MERCY, bapt. Apr. 29, 1733. "Marfie Lambord of Salem Spinster" sold, Nov., 1752, for £40, to Philemon Sanders of Salem, trader, a third part of a house "Soteueat in Salem" She m. Jan. 18, 1756, Peter Smith.

37. SARAH LAMBERT, baptized in Salem, June 24, 1711, was probably the Sarah who married John Ewell in Boston, Sept. 10, 1733. A son John was born July 19, 1734.

38. SEETH LAMBERT, baptized in Salem, Sept. 6, 1713, would seem to have been married Oct. 21, 1736, in Boston, to George Ingraham, but there is also a record of an intention Jan. 4, 1737, to Joseph Beith, and the marriage, at King's Chapel, Feb. 19, 1737, of a Seeth Lambert to Joseph Beith or Bathe. No children are recorded, and it cannot be determined about the two marriages.

41. JEHOADAN LAMBERT, baptized Oct. 25, 1719, was married, in Boston, Dec. 30, 1736, to Joseph Mountfort. He was probably the son of John and Mary (Cock) Mountfort, born April 12, 1713, in Boston. No children are recorded in Boston.

42. SARAH LAMBERT was born May, 1714, and was married, in Boston, Dec. 6, 1733, to John, born June 6, 1713, in Boston, son of John and Sarah Matthews. No children are recorded in Boston.

43. ANN LAMBERT was baptized Aug. 12, 1739, in Marblehead, and married July 23, 1761, in Marblehead, John Bridges.

Child, born in Marblehead :—

ANN, bapt. Feb. 14, 1762.

44. ELIZABETH LAMBERT, baptized Apr. 1, 1744, in Marblehead, married Jan. 21, 1762, William, probably baptized in Marblehead, Sept. 24, 1738, son of Samuel and Elizabeth Pederick.

Children, baptized Marblehead :—

ELIZABETH, bapt. June 19, 1763; prob. d. young.

ELIZABETH, bapt. Oct. 6, 1765.

WILLIAM, bapt. Sept. 27, 1767.

LYDIA, bapt. Sept. 27, 1767.

46. PATIENCE LAMBERT, born Feb. 25, 1710, in Middleton; married Oct. 29, 1730, in Middleton, Solomon Wilkins. He died Jan. 7, 1765, "by a fall under ye wheel of ye corn mill, whether Drowned or Killed by ye fall is uncertain." She died Apr. 15, 1705.

Children, born in Middleton :—

LYDIA, b. Aug. 22, 1731.

SARAH, b. July 16, 1739.

SAMUEL, b. Aug. 11, 1742.

BETTY, b. Apr. 1, 1744.

MARY, b. Feb. 21, 1752.

47. EUNICE LAMBERT, born Oct. 23, 1712, in Middleton, married Dec. 2, 1731, in Middleton, Richard, born Nov. 18, 1712, son of Rouland and Margit Thomas.

Children, born Middleton :—

OTHNIEL, b. Aug. 15, 1732; prob. d. young.

JETHRO, b. Feb. 12, 1733.

OTHNIEL, b. Nov. 9, 1736.

EUNICE, b. July 5, 1740.

PHILIP, b. Nov. 11, 1743.

49. MARY LAMBERT, born Mar. 11, 1718, in Middleton, married Jan. 18, 1737/8, William, born Apr. 25, 1715, in Beverly, son of William and Grace (Elliot) Bradford. He lived in Boxford until about 1741, when he removed to Middleton, where he lived until about 1744, when he settled in Souhegan-west (Amherst), N. H. Mary died Feb. 18, 1770, and he married, second, Rachel Small, who died in 1802. He died in 1791.

Children :—

SAMUEL, b. Dec. 22, 1738, in Boxford.

PATIENCE, b. Sept. 25, 1740, in Boxford.

MARY, bapt. 1742, in Middleton.

51. MARGARET LAMBERT, born about 1729, married May 22, 1754, William White, an Englishman and mariner, who died within the year. Bentley says she died Nov. 16, 1803, aged 74; that she was married at 23, and left no children.

52. JOSEPH LAMBERT, if his age is correctly stated on his gravestone as 59, was born about 1731. He was a mariner and sea-captain. A list of vessels insured by Timothy Orne contains, under date of Apr. 30, 1758, the "Brigg Maria Theresa, Jo^s Lambert, Jr., owner, Jn^o Gardner, For Eustacia was Taken & Re-Taken." Also Nov. 3, 1758, "Brigg Mary & Sarah, Jo^s Lambert, Jr., Owner R^d Darby, For Medara & Gibralter." In the Salem Notarial Records, under date of Sept. 1, 1759, appears the following protest: Joseph Lambert, master of the brigantine "Mary & Sarah" of Salem, 70 tons, made declaration that on August 6, he sailed from Monte Cristo, with 6 hands bound up the straits of Gibralter, "but said Vessel proving very leaky and her sayles Bad and being unfit to proceed s^d Voyage they put away for Salem and on the 26th of August they got on Shore upon the back of the Vineyard and laid there about four hours, that they arrived at Salem last night."

In 1777, 1778 and 1779, he was agent for a number of privateers, and sold a quantity of stores and cargo as well as shipping.

He owned a part of the schooner "Sea Flower" in 1778, in partnership with Miles Greenwood and Henry White, the former a brother-in-law of his second wife, the latter her brother.

Aug. 29, 1780, he bought the sloop "Providence", 75 tons, for £14,000, of the agents of the ship "Jack".

The "Otter", brigantine, Edward Smith, jr., master, Salem to Guadeloupe, cargo: fish and lumber, owned by Joseph Lambert of Salem, about 120 tons, no guns, nine men, was libelled by the private ship of war "Lord Corn-

wallis", Nov. 28, 1781, having been captured in Boston Bay.

He owned the schooner "Polly & Betsey", of which his son Joseph was master, at the time of his death.

Miles Greenwood, his partner, was assessor in Salem in 1785, and the names of Joseph Lambert and Joseph, jr., as well as that of Mary, the mother of Joseph, sr., appear in the tax lists.

The Salem Marine Society, founded in 1766, has on its membership three Lamberts, one of these, Joseph Lambert, a founder and charter member. The East India Marine Society, founded in 1799, had a Lambert for the first signer of its rolls, Jonathan (No. 59), Joseph, jr. (No. 68), and Jonathan, who was one of the three members of its governing board for its first six years.

June 10, 1760, Joseph Lambert bought of Samuel Fisk of Salem, clerk, and Anna his wife, for £48:6:10, land in the East Parish in Salem, on Becket's Lane. He gave a mortgage on this property June 19, 1760. Dec. 12 of the same year he took of Fisk, as collateral on a sum of money, some more land in the same locality, and Nov. 18, 1761, Fisk sold it to him for £53:14. Mar. 15, 1771, he sold, for 56s. 2 far., to Nathaniel Sparhawk of Salem, gentleman, a small tract on Sparhawk's rope walk. In 1779 he bought more land adjoining his own of Benjamin Browne of Salem, joiner, and Mar. 10, 1779, he sold, for £400, to Edmund Kimball of Salem, mariner, some of this land, and Apr. 14, 1784, for £30, he sold to Jonathan Twiss of Salem, husbandman, land on the road leading to the Neck, which his father had conveyed to him Aug. 5, 1763.

Joseph Lambert married, first, Jan. 9, 1755, as her second husband, Mary, baptized Aug. 24, 1729, daughter of Samuel and Elizabeth Foot, who died Oct. 10, 1773, in the same epidemic of small-pox in which Joseph's uncle Jonathan (No. 29) died. He married, second, pub. June 4, 1774, Mary, born about 1734, daughter of John and Mary White, and widow of John Scollay of Boston, who died Nov. 5, 1802, at Wenham.

He and Joseph, jr. are in a list of house-holders in 1787. His estate was on the northerly side of Essex street,

nearly opposite English street. His house was on the lower corner of Essex and Beckford streets, the garden formerly extending far down the latter street. Bentley says under date of Mar. 18, 1789 :—" A Building, the property of the family of Lambert, having one room upon a floor, and the entrance in a range with the chimney at the eastern end, the whole building facing the western end of English's Lane nearly, taken down." He also gives this family in a " List of such Persons, who have been so frequently visited that their families can be recollected." Aug. 18, 1790, he says :—" Last evening Capt. Joseph Lambert departed this life very suddenly. He drank Tea in the family & went to bed as usual, tho' under infirmities of long continuance. He was heard to rise from bed, but upon his friends entering the chamber he laid down & expired at 1/2 past nine o'clock. He was a man of great virtues & great vices. He was the best of sons, the most kind of fathers, the most tender relation, & charitable to all who applied in their distress. He has left an aged Mother about 80 aet. A widow, his second wife. One son & five daughters, all married but one. He has many Grandchildren. He has left five sisters behind him. He will be sincerely regretted by a numerous train of dependent relations."

There are two deeds on record, one made in 1765 and one after the death of Joseph Lambert, in 1796, which are too long to quote here, but they make clear many relationships in this family and may be briefly stated to cover land bought in 1694 by Samuel, the grandfather of Joseph, of John Warner's widow. His son Jonathan (No. 29), who died in 1773, lived in the house, having with his brother Joseph (No. 28) inherited it as residuary legatees of their father. Joseph died intestate, in 1764, and his share was inherited by his widow Mary and her children, who, in 1765, sell their interest to their uncle Jonathan, mariner. In 1796 some of the children again sell another part of the property which their mother had inherited, the daughter Sarah having, since the former deed, married her second husband, George or John Underwood, who had also died, and the daughter Elizabeth

having likewise married and lost her husband, Henry Phillips.

Administration of the estate of Captain Joseph Lambert was granted to his son Joseph, Mar. 18, 1791. The inventory, which included the mansion valued at £395, a pew and a half in the Eastern Meeting House, and one-half of the schooner "Betsy & Polly," amounted to £1,461:6:3, with about £633 in United States loans, and was taken Apr. 8, 1791. In an account, among the items, are "articles of mourning supplied to Mrs. Lambert mother of the deceased by desire of the widow & heirs. Ditto for Mrs. White sister of the deceased."

The estate was divided Nov. 14, 1794, but the division was disapproved and finally settled by giving Joseph the house and land on Essex street; Lydia Townsend, the land on Cromwell street and a pew in the meeting house; Hannah Rice, land on Cromwell street; Mary Crowninshield, land on Cromwell street; and Priscilla Lambert, two Common Rights in the Great Pasture. Joseph was to pay various sums and also a payment to the legal representatives of Elizabeth Wellcome, deceased.

His widow Mary, by will dated Jan. 27, 1776 (apparently an error for 1796, as she was not a widow in 1776,) and probated January 10, 1803, bequeathed unto my sister Elizabeth Greenwood (Elisabeth, daughter of John and Mary White married Jan. 12, 1772, as the widow of Thomas Elkins, Miles Greenwood), all my estate, real or personal, my friend Mr. Thomas Saunders, son-in-law to my sister Greenwood, to be executor. The widow is called "Late of Wenham formerly of Salem."

Since the dates of birth of the children cannot be found, they cannot be definitely assigned to the two wives, but as Priscilla, the youngest, was married almost 19 years after the death of the first wife, it is probable that all were the result of the first marriage.

Children, born in Salem :—

68. JOSEPH, b. abt. 1759; d. Jan. 16, 1830.

69. MARY, b. Nov., 1760; d. 14 Jan., 1851.

70. ELIZABETH, b. abt. 1764; d. Oct. 15, 1793.

71. LYDIA, b. June 27, 1767; d. Sept. 7, 1833.

72. HANNAH, d. after 1801.

73. PRISCILLA, b. July 13, 1770; d. Dec. 10, 1852; m. Aug. 30, 1792, Samuel Lambert (No. 75).

53. MARY LAMBERT was born Feb. 2, 1732, and married Feb. 4, 1753, Andrew, born May 8, 1729, son of Randall and Susanna (Stone) Presson or Preston. He was a mariner and was the executor of her mother's estate. Bentley records the death July 8, 1802, of Susanna, a daughter of Susanna Preston, and says that Andrew and his wife lived on Essex street, opposite Pleasant. He also notes the death of Capt. Andrew Preston, Feb. 20, 1800, leaving one son and three daughters, two married, and that Andrew was born in Beverly and was Inspector of Customs. July 17, 1816, he gives the death of the daughter Mary, widow of Robert Rantoul, who had been twice married, the first time at the age of 19. He says a child died February, 1788, that a son was abroad in 1794, and another son was lost at sea, at Wood Island, off Saco, Maine, in February, 1799. Mary died Nov. 18, 1810.

Children, born in Salem:—

MARY, b. Sept. 17, 1755; d. July 17, 1816.

WILLIAM, b. Apr. 29, 1757.

ANDREW, b. Mar. 24, 1760.

SAMUEL, b. Sept. 3, 1761; d. prob. young.

SUSANNA, b. Sept. 3, 1761.

SAMUEL, b. Mar. 6, 1763.

ELIZABETH, b. Mar. 11, 1765; d. prob. young.

JOHN, b. Mar. 24, 1769.

ELIZABETH, b. Apr. 12, 1771.

54. SARAH LAMBERT was born about 1735, and married, first, Jan. 1, 1755, Matthew, probably born Sept. 30, 1727, died about 1764, son of Jeremiah and Elizabeth (Whitredge) Butman of Beverly; and, second, before 1768, John Underwood. (Bentley calls him George in one place, but this seems to be an error, as he is called John in the Salem vital records.) They lived on Essex street, corner of Becket, and her second husband died abroad about 1786, as Bentley says she lived with him eight years. "Sarah (Lambert) wife of Matthew Butman, was baptized May 25, 1755."—*Beverly First Church records.*

Children :—*

SARAH, bapt. May 2, 1756, in Beverly.

ISRAEL, bapt. Oct. 1, 1758, in Beverly.

GEORGE, bapt. July 9, 1769 (Salem); d. young.

PHILLIP, bapt. Mar. 16, 1773 (Salem); d. bef. 1786.

GEORGE, bapt. Nov. 23, 1779 (Salem); d. after 1786.

56. PRISCILLA LAMBERT was born Feb. 26, 1739, and married Nov. 19, 1761, Daniel, born June 19, 1737, son of Joseph and Elizabeth (Purchase) Ropes. He died Oct. 6, 1821, and she died Sept., 1808.

Children, born in Salem :—

ELIZABETH, b. Feb. 28, 1763; d. Sept. 19 or Oct. 20, 1798.

PRISCILLA, b. Jan. 4, 1765; d. Apr. 24, 1843.

DANIEL, b. Jan. 1, 1767; d. Jan. 11 or 12, 1803, London.

RUTH, b. Dec. 20, 1768; d. Mar. 5, 1844.

MARY, b. Nov. 2, 1770.

GEORGE, b. Jan. 22, 1773; d. Nov. 17, 1803.

JOSEPH, b. Oct. 29, 1774.

SARAH, b. Oct. 5, 1776; d. Nov. 26, 1776.

ABRAHAM, b. Oct. 5, 1776; d. Sept. 16, 1777.

SALLE, b. May 6, 1778; d. prob. young.

A SON, d. Aug. 22, 1780.

SALLY, b. Aug. 13, 1781; d. Feb. 9, 1787.

59. JONATHAN LAMBERT was born Aug. 9, 1743, and was a sea captain and a member of the Salem Marine Society. His name was No. 1 in the East India Marine Society, organized in 1799. It was probably he who owned the brigantine "Hope" in 1790, which Joseph Lambert owned in 1791 and 1792. Jonathan owned the schooner "Fox" in 1793, and was master of the brig "Laurel" in 1804. Jonathan was owner and Jonathan, jr. was master of the schooner "Ruth" in 1795, and Jonathan was owner and master of the brigantine "Olive Branch" in 1796.

He married before 1768, Mary, baptized Jan. 8, 1748/9, daughter of Richard and Susanna (Hannah in vital records) (Hibbard) Lee of Manchester and Salem.

Jonathan Lambert and his wife Mary, with his sister Lydia and her husband Samuel Woodkind and his sister's

*Bentley also says there was a son John who survived his mother, but does not say by which marriage.

husband Adam Wellman, and Rebecca Wellman his daughter, sold, for \$135, to David Murphy of Salem, rope-maker, a piece of land on Essex street, which Samuel Lambert (No. 8) had owned and which Joseph (No. 28) and Jonathan (No. 29) had inherited. Rebecca Wellman was then living in Boston, though her father was of Salem (Mar. 19, 1796).

Jonathan Lambert died Nov. 9, 1804, and his wife probably before 1804. He lived on Court street.

The will of Jonathan Lambert of Salem, gentleman, dated Oct. 30, 1804, and probated Dec. 3, 1804, bequeaths to daughter Mary the southerly half of my house and the land and the southerly half of my barn and out house (on Court street, Salem), the front stairs, &c., in common with my sons, to said Mary my furniture, books & personal estate. To sons Samuel Lambert, Harry Lambert, & Nat Lambert, the northern half of above house, &c. 2/10 to Samuel, 4/10 to Harry, 4/10 to Nat. To son Jonathan Lambert \$200, one-half to be paid by daughter Mary and the other half by Samuel. Mary to pay all debts, residue to my daughter Mary and she executrix.

The inventory included the house on Court street at \$4300, a floor pew in the south meeting house, and was presented by "Mrs." Mary Lambert, Jan. 14, 1805.

Oct. 29, 1819, Jonathan's son Samuel, Samuel's son Henry, then of the city of New York, mariner, together with a number of other heirs of the Lees of Manchester, sold, for \$25, to Joanna Goodridge of Manchester, their right in land called "Dowing Lees" in that town. Samuel's daughter Mary, unmarried, also joins in the deed.

Children, born in Salem:—

74. SAMUEL, b. May 29, 1768; d. Jan. 24, 1832.
75. RICHARD, b. Jan. 9, 1770.
76. JONATHAN, b. Feb. 11, 1772; d. about 1820.
77. JOHN, b. 1773; d. Oct. 19, 1813.
78. SARAH, b. Feb. 11, 1774.
79. MARY (POLLY), b. Oct. 5, 1778; d. Mar. 1, 1837.
80. HENRY, b. June 29, 1780; d. about 1830.
81. NATHANIEL, b. June 21, 1788; d. July, 1813, at Stockholm, Sweden.
82. CHRISTOPHER, bapt. June 3, 1792.
83. LYDIA, b. June 25, 1794; d. Jan. 1, 1796.

60. LYDIA LAMBERT married, first, Nov. 2, 1762, Richard Palfray, and had one son. She married, second, before 1784, Samuel Woodkind, from Berkshire.

Child :—

LYDIA, b. abt. 1784; d. Nov. 8, 1798.

68. JOSEPH LAMBERT was born about 1759, and like most of his relatives, was a sea captain. Either he or his father owned the brigantine "Sea Otter" in 1781, and in 1790 he was master of his father's schooner "Polly & Betsy". He was master of the schooner "Maria" in 1795, of the "Helen" in 1800; was owner, in company with Benjamin Crowninshield and Moses Townsend, of the schooner "Union" in 1802; master of the brigantine "Good Hope" in 1802, of the brig "Edwin" in 1804, and was a member of the Marine Society. His name does not appear in the list of the East India Marine Society.

He was at sea when his daughter Sarah died in July, 1785, and did not return home until Sept. 4 following.

Bentley records various events in his family. Jan. 8, 1791. "Day before yesterday a Capt. Lambert's family moved into the Eastern end of Crowninshield's house next door." Jan. 14, 1791. "News of Capt. Lambert, who has long been missing. The news by a Southern Gazette. Several valuable families interested in his fate." Apr. 10, 1792. "Lambert J^r missing yet." Mar. 13, 1791. "Prayers were asked for Joseph Lambert returned from sea, death of his Father in his absence." It would seem that, from the date in 1792, he returned in 1791 and was again missing the next year.

He is in the list of church members in 1792, and it seems probable that it was he who was in a Volunteer Company in the Rhode Island Expedition in August, 1778, and in Captain Samuel Flagg's Company, of which Miles Greenwood was First Lieutenant in 1779.

Bentley further records: Nov. 10, 1796. "News of the death of Jos. of Jos. Lambert. Fever, abroad, aet. 14. One son & 3 daus. left. Died from vessell of his father who was with him at Aux Cayes." Also in June, 1811,

the death of his wife's mother Abigail Obear (Ober), at the age of 75. "She had been a Widow for 38 years & was of the Archer family."

He married Apr. 24, 1782, Abigail, daughter of Israel and Abigail (Archer) Obear or Ober of Salem, who was living in 1831.

Oct. 10, 1794, he pledged as collateral for payment of a bond, to Moses Townsend of Salem, mariner, the land and house on Essex street and Cromwell street, assigned him as his part of the estate of his father. He mortgaged land and the end of a house on Brown street to Isaac Very of Salem, mariner, Dec. 2, 1799, and conveyed it to Very, for \$600, June 2, 1796. In January, 1812, he mortgaged his house and land on Essex street to the Marine Sociey, it being the house that had belonged to his father.

The will of Joseph Lambert of Salem, mariner, dated Dec. 27, 1805, and probated 3d Monday in Feb., 1830, bequeaths unto my wife Abigail all my real estate during her widowhood. Residue unto her four children, Ruth, Samuel, Mary & Abigail. The inventory, which included the house, land and a pew in Dr. Flint's meeting house, amounted to \$2647.37.

Sept. 16, 1831, Abigail, the widow, Ruth Lambert, singlewoman, Mary Goodridge, widow, Joshua Chase, Esq., and Abigail, his wife, conveyed, for \$1300, to Leverett Saltonstall of Salem, Esquire, the land in Salem which had belonged to Joseph Lambert, on a mortgage.

Children, born in Salem :—

84. JOSEPH, b. abt. 1782; d. 1796.

85. SARAH, b. Nov., 1784; d. July 30, 1785.

86. SAMUEL, bapt. July 3 or 8, 1787.

87. MARY, bapt. Apr. 19, 1789; m. July 18, 1826, John Goodrich. She was living, his widow, in 1835.

88. ABIGAIL, bapt. Feb. 2, 1793; m. Nov. 16, 1812, Joshua Chase.

89. RUTH, unm. in 1830.

69. MARY LAMBERT, who was born in Nov., 1760, and died June 19, 1850, in Charlestown, Mass., married Nov. 9, 1780, Benjamin, born Feb. 16, 1758, died Nov. 22, 1836, in Charlestown, son of Jacob and Hannah (Carlton) Crowninshield of Salem.

He was a ship-master and collector of customs for Marblehead, and lived on Essex street in Salem, opposite the head of Union street. He and his son Benjamin, as captain and passenger respectively, went on the famous voyage of the yacht "Cleopatra's Barge," to Europe.

He commanded many celebrated ships, and his portrait hangs in the Peabody Museum in Salem.

Children, born in Salem :—

BENJAMIN, b. abt. 1782; d. Dec., 1864, s. p. He was known as "Philosopher Ben".

A SON, b. Apr., 1786; d. Apr. 23, 1786.

MARIA, b. abt. 1787; bapt. June 28, 1789; d. Sept. 15, 1870; m. Apr. 4, 1814, John Crowninshield.

HANNAH, bapt. June 28, 1789; d. Sept. 15, 1870; m. Mar. 29, 1819, Lieut. James Armstrong, afterwards Commodore.

ELIZABETH, bapt. Nov. 16, 1794.

JACOB, b. abt. 1796; bapt. Mar. 10, 1799; d. June 15, 1849, at sea, near Panama; m. June 9, 1825, Harriet Wallack.

ELIZABETH BOARDMAN, bapt. Nov. 18, 1804; d. Mar. 17, 1870; m. Nov., 1836, Commodore James Armstrong, widower of her sister.

70. ELIZABETH LAMBERT was born about 1764, and married Sept. 16, 1782, Thomas, baptized Jan. 25, 1758, son of Stephen and Sarah (Beadle) Welcome of Salem. He had previously married, Sept. 26, 1776, Priscilla Webb, born about 1758, died Jan. 11, 1781.

Children, born in Salem :—

SARAH, b. abt. 1778; d. Mar. 28, 1859; m. Aug. 12, 1799, Capt. George Southard.

MARY (POLLY), b. Dec. 12, 1780; d. Aug. 19, 1864; m. Feb. 3, 1805, Robert Deland; d. Aug. 20, 1869.

THOMAS, bapt. Mar. 2, 1783; d. Feb. 4, 1805, at Guadeloupe. Bentley says:—"Thomas Welcome was the only son of T. W. by a Lambert. He was an amiable, industrious & well informed young man & the public hopes were indulgent to him."

BETSEY, b. Feb. 29, 1788; d. 1871, at North Andover; m. Dec. 13, 1812, George Hodges. Bentley records the death of their son George, Sept. 25, 1818, ae. 8 mo.; they then had one child left.

71. LYDIA LAMBERT was born June 27, 1767, and married Apr. 7, 1785, Moses Townsend, born May 17,

1760, died Feb. 14, 1843. Moses Townsend's father was present at the siege of Boston and at the capitulation of Fort Washington. They were both captured by the British, and Moses, sr., died of disease while a prisoner-of-war in Mill prison, near Plymouth, England, in 1777. Moses, jr., probably was buried at Wallingford, Conn.

Bentley notes the death of their daughter Mary and says they lived on Derby street, below Turner; he also records the death of the son Joseph Lambert, whose father was then at sea. He likewise states, "Capt. Townsend preparing to remove his house in Derby street upon his Lambert lot in Becket street, to build upon his present lot." Lydia died Sept. 7, 1833.

Children, born in Salem :—

LYDIA, b. Dec. 16, 1787; m. Nov. 18, 1810, William Rice.

PRISCILLA, b. Nov. 1, 1790.

MARY, bapt. Apr. 14, 1793; d. Oct. 19, 1801.

ELIZABETH, b. Dec. 11, 1798.

JOSEPH LAMBERT, bapt. May 3, 1801; d. Sept. 19, 1802.

WILLIAM, b. Mar. 22, 1806.

JOSEPH, b. May 3, 1809.

GEORGE, b. July 20, 1812.

72. HANNAH LAMBERT, whose birth does not appear, married June 3, 1784 (Dec. 28, 1783, church records), Matthias Rice. Bentley visited Saco, where they lived, June 6, 1787, and on Sept. 19, 1802, records the death of their daughter, Priscilla Lambert, in which note he says that Matthias Rice was a physician of Saco, who removed to Blackpoint, Maine, and that he died several years before, leaving three sons, the children born at Scarborough, and the widow having returned to Saco the previous year.

Rea's Journal, under date of June 4, 1807, notes "News of death of Hy Rice drowned at sea, 22 years, father Matthias Rice, physician, Saco, she dau. of Capt. Joseph Lambert."

Children :—

HENRY, b. abt. 1785; d. June 4, 1807, at sea.

WILLIAM, bapt. Aug. 18, 1793.

GEORGE, bapt. Aug. 18, 1793.

ELIZA FOSTER, bapt. May 22, 1797.

MARIA, bapt. Nov. 3, 1801.

MARY ANN AUGUSTA, bapt. Nov. 3, 1801.

PRISCILLA LAMBERT, bapt. Nov. 3, 1801; d. Sept. 19, 1802.

74. SAMUEL LAMBERT was born May 29, 1768, and he married Aug. 30, 1792, Priscilla, born July 13, 1700, died Dec. 10, 1852, daughter of Joseph (No. 52) and Mary (Foot) Lambert. He was a mariner and a member of the East India Marine Society in 1800, his number in the society being 39.

Bentley refers to the family several times, and on Nov. 14, 1813, he notes:—"Samuel Lambert & wife, d. of his youngest brother, aet. 23, of Stockholm, Sweden." (This was John, No. 78.) "This family has one son settled on Islands in the South Sea in a very excentric manner." (This was John, No. 77.) "The whole are endowed with talents. Capt. Lambert is an able teacher of Mathematics." Jan. 16, 1816. "Capt. S. Lambert is continually employed in copying such maps as are in demand for our seamen in Salem with his pen."

From the log-books preserved by the East India Marine Society, and now in possession of the Essex Institute, it is found that Samuel Lambert kept journals of some of his voyages. The first one found is headed "Samuel Lambert's Journal From Salem to Copenhagen & Calcutta in the Ship Adventure, James Barr Jun^r Master, from May 4 1800 to August 6 1801." By the 3d of June they were in latitude 60:18 and longitude 17:12, and he records "It's not dark any part of the 24 Hours in these Latta's." The next day he "Saw a great number of herrings & whales in plenty after them." The 7th of June they saw one of the Orkney Islands, and on the 12th the coast of Norway, and on the 16th they "Came to Anchor at Elsiener," where they stayed a few hours, and on the afternoon of the 16th they came to anchor at Copenhagen. Remaining here until Aug. 11th, they sailed for Elsiener, arriving the next afternoon and staying two hours. The night of 23rd Oct. was "cold & Woollen stockings come in play." The 27th Oct. "Saw a penguin, these birds do not go far from land." The 29th, "By not seeing the Tristan Islands we must have passed them on Night of the 26th. it being very Thick Weather. Consequent y

we must be as much as five degrees to the Eastward of our Reckg." Nov. 2nd, "Spake with C. Donnefon from Rhode Island bound to Batavia." Nov. 17th, "Came to Allowance Beef 1 lb. p^r man p^r Cabbin 1 1/4 lb p^r Man for the Stearage." On June 11th, "At 9 (A. M.) fell in with Capt. Romain of the Company's Armed ship the Cornwallis from a Cruse bound to Calcutta, he took us under convoy presented us with a Sheep & 1/2 doz. Ducks were very acceptable as we had not seen a fowl these 4 months Much more tasted one." The next day two Pilot schooners hove in sight. "At 10 (A. M.) a Pilot came on board to Carry us to Calcutta." There they stayed till the 13th of January, when they set sail and had an uneventful voyage. July 17th, in lat. 12:59, long. 42:03, "I never experienced so many currents about here before this the 13 Voyage to India." July 28th, "Spake with a schooner from Portland, toold as it was peace between France & America." Aug. 6th, "At 2 P. M. Saw Cape Ann bear^s West distance about 8 leagues." The next day, "At 1 P. M. Saw the light house on Bakers Island. At 4 P. M. pafsed Bakers Island. At 5 came to Anchor at Quarantine Roads in Salem."

The next log records a voyage "From N. Y. to Isle France & Bourbon in the Brigantine Reward, John Williams, J^r Master." He sailed on the return voyage from Bourbon, 13th October, in company with Capt. Elkins' ship "Margaret." Dec. 28th, 1804, "Hard Gales. At 5 P. M. hove to Block Island bar^s W. S. W. At 5 P. M. blowing a mere hurricane hove too a Hull at 8 P. M. Sett reef Fore Sail, At Day light saw Land bar^s from W. S. W. to N. E. took it to be the Main Land and bore away. At 10 A. M. to our great disappointment saw the Windmills on Nantucket Island, barring N. E. distance about 3 leagues, spake the Almira of Portland a ship in distrefs but it blowing a gale we could not afsist her, hauld to the Wind southward." Dec. 30th, "At 7 A. M. the Weather cleared up saw the Land bar^s from N. b. E. to N. W. wore ship saw Breakers under the Lee at one mile distant breaking mast high, we had 11 fathoms coarse sand, supposed the Land we saw to be the Main Land and the

shoal to be the rocks laying of Seakonet Point, but we were again deceived, the Land was the Vineyard and the breakers Skifts Island reef, at 9 A. M. had 22 fathoms at 10 again saw the Windmills on Nantucket with the Wind to y^e Westward, we again hauled to the Wind, to the southward and stood of till 12 at night the 1st January when we wore ship to the northward." Jan. 5th, 1805, "At one P. M. came to Anchor in Holmes Hole in three fathoms we run in by Blunts direction, no pilot showed his nose, we are a compleat cake of Ice. It never was colder, almost perished with the cold, most of the crew froze, only two of all Hands escaped be^g visited by the Frost."

The third log is "From Salem to Mocha & back in the Brig Reward, Jn^o Williams j^r Master." March 22nd, 1805, "At 3 P. M. Cape Ann bore N. N. W. dist. 3 leag^s from which we take our Departure." May 11th, "At 4 P. M. an English armed Whaler brought us too with a shot, he was from London bound round Cape Horn." June 28th, "At 4 P. M. saw a ship to North^d At 6 P. M. was boarded by a boat from the English Frigate Pitt, detained about 2 hours treated very Politely. At 4 A. M. saw the Isle Bourbon bar^s N. W. 3 leag^s dist." They remained till Aug. 1st, when at 6 P. M. they took their departure. Aug. 8th, "Millions of birds about us I never saw the like before. At 4 A. M. no ground with 75 fath." Aug. 10th, "At 10 A. M. came to Anchor in 13 fath. in the harbour of Sychelles (Called Mahi) about 1 1/2 miles N. b. W. from St. Ann, soon after got under way and stood over towards the Town and Anchored in 10 fath^s in the Great Ravine about 1 1/4 from the Government buildings." Sept. 2nd, "At 9 A. M. got under way and made sail for the Isle of Praslin on the 3rd. came to Anchor in the Harbor of Praslin in 12 fath^s water. At this Island grows the double Cocoa Nut, the Island is almost covered with the trees that produces them, I have seen a number of three and some of four which they asked twelve dollars for. Feb. 21st, "We found we had Anchored in the fog of Falmouth further down than we expected. At 2 P. M. got under way, and at 5 P. M. Anchored of the East Chop of Holmes Hole."

June 6, 1799, Samuel and Priscilla Lambert and the other heirs of Samuel Foot convey, for nominal consideration, to Joseph Fogg of Salem, housewright, a quarter acre of land in Salem that Foot had bought of Robert Turner in 1698. Jan. 8, 1807, Samuel Lambert conveyed, for \$100, to Mary Lambert of Salem, singlewoman, a part of the northern half of the house of Jonathan Lambert. On Apr. 6, 1807, James Dalrymple of Salem, watchmaker, recovered judgment and attached the house of Samuel Lambert, trader. May 14, 1808, Samuel and his wife sell, for \$200, to Samuel Putnam of Salem, Esquire, two rights in the Great Pasture in Salem. Samuel Lambert died Jan. 24, 1832.

Children, baptized in Salem:—

- 90. ABIGAIL, bapt. Feb. 2, 1793.
- 91. LAURA, b. 1795; d. prob. young.
- 92. SAMUEL MORTIMER, bapt. May 22, 1797; d. Aug. 31, 1798.
- 93. SAMUEL, bapt. Nov. 3, 1801.
- 94. MARY LEE, bapt. July 3, 1803; d. Aug. 31, 1804.
- 95. LAURA LEE, b. Jan. 6, 1810; d. Apr. 5, 1894.
- 93. ABIGAIL ROGERS, bapt. Aug. 19, 1810; d. Jan. 19, 1811.
- 96a. HENRY L., b. abt. 1812; d. Feb. 28, 1859; m. Abbie W. Moore.

76. JONATHAN LAMBERT was born Feb. 11, 1772, and married (date unknown) Mary Smith (whose mother was also named Mary), who died in 1814 and was buried Apr. 5. The indications are that after Jonathan embarked upon his voyage to the south Atlantic, referred to below, his wife lacked means of support, and, as they do not seem to have had any children, she was taken care of by the overseers of the poor.

Jonathan lived on Court street, in Salem, and was a mariner. In Bentley's Diary we find prayers were asked, Sept. 11, 1814, for Samuel Lambert and wife, on the death of brother Jonathan. "This is the bold adventurer that seized upon an Island in the Great Ocean & collected a few companions to inhabit it, & gave notice that he should supply all circumnavigators. He perished when fishing in his boat with some of his Companions. He was a man of real genius & intrepidity. Nothing common would satisfy him & he had acquired all that general knowledge which observation in Men & manners could

supply. He had a ready tongue & good pen, an enquiring mind & a power to know & possess what circumstances could give him, at the instant they appeared. I knew him intimately well."

In Mass. Historical Collections, series 2, vol. II, page 125, is printed a letter from Benjamin F. Seaver, agent for the proprietors of the islands of Tristan d'Acunha, to his Excellency, Earl Caledon, Governor, &c., of the Cape of Good Hope, &c.

" Cape Town, Cape of Good Hope,
March 1st, 1811.

" My Lord,

" In compliance with your Lordship's request, I take the liberty of describing the situation and extent of the islands of Tristan d'Acunha, as well as what may be done towards the settlement of the large island.

" In December last, when on the coast of Brazil, having fallen in with an American ship, I understood that there was a man on board by the name of Jonathan Lambert, a native of America, who had resolved to establish himself on the large island of Tristan d'Acunha, for the purpose of cultivating the soil and breeding poultry, with other stock, expecting it would be an inducement for vessels passing in that tract to touch for refreshments, whenever it might be known. On the 28th January, ultimo, being in sight of the Islands . . . I determined on despatching the Charles' boat . . . for the purpose of taking some fresh water; when Mr. Lambert with two other men were found, and reported that they had been landed twenty days . . . there was a spot of ground Lambert had cleared for a garden; full two acres were laid out in neat beds, with radish and cabbage plants growing in great luxuriance, and more than one inch above the surface, Indian corn, potatoes, and the pumpkin vine, with the water and musk-melon were also above ground. . . . Mr. Lambert expressed to me his desire that I would communicate to your Lordship that he set out with views which he trusted would be considered by the British Government and the honourable East India Company laudable, and deserving their protection and assistance. . . . And whenever

the sanction of the British Government, he then would most solemnly declare himself allied to that government; and by permission display the British flag on the island, reserving to himself always the governorship, provided an equivalent could not be agreed upon." (He desires assistance and a small vessel to carry some colonists from Cape of Good Hope with cattle, &c.)

Benjamin F. Seaver.

Jonathan Lambert died Oct. 19, 1813.

An administration of the estate of Mary Lambert of Salem, "singlewoman", intestate, was granted April 20, 1814, to James Odell of Salem, gentleman. It is to be noted that she is called "singlewoman", whether through error or because she had been separated or deserted by her husband is not clear. The inventory, dated Marblehead, Apr. 21, 1814, included 2/3 of an old dwelling house and 4 poles of land, 1/3 set off to Doctor Fuller of Middleton, \$136.50. Capt. James Odell presented the inventory. Among the debts is "town of Salem's demands, \$417."

77. JOHN LAMBERT, born in 1773, was drowned in Salem harbor Oct. 19, 1813. He married Oct. 9, 1792, Betsy (perhaps the daughter Elizabeth), born Feb. 1, 1773, of Charles and Elizabeth Leach. He was of Salem in 1800, a mariner, and was admitted to the Essex Lodge of Freemasons, July 7, 1808. His widow married, second, (int.) Dec. 23, 1815, Isaac Hacker.

John Lambert, supposed to have been this John, was master of the following vessels: "Roboreus", "Spring Bird", dates unknown, schooner "Success", 1806, "Mary & Allen", brigantine, 1807, "Thomas", schooner, 1809, "Anna", brig, 1806, "John", schooner, 1809. He bought, Mar. 20, 1804, of John Francis of Beverly, administrator of the estate of Jonathan Hartshorne of Salem, land and house on Lynn [*sic*] street, for \$1201, which Hartshorne had bought of William Purbeck.

Administration of his estate was granted to John Punchard, July 19, 1814. The inventory, which included a

house and land valued at \$1200 and a pew in Dr. Worcester's meeting house, was taken Oct. 17, 1814.

It seems possible that John and his wife may have lived in Manchester for a time, as there is recorded there the birth of John, the son of John and Elizabeth Lambert, and the Leach family were numerous there.

Children:—

97. JOHN(?), b. Feb. 8, 1793.

98. HENRY, Dec., 1805.

79. MARY LAMBERT, who was unmarried, died in 1837. Her will, dated Dec. 26, 1836, probated Apr. 4, 1837, provides bequests for religious objects and to friends and also \$30 to the children of late brother Samuel Lambert, deceased, and \$30 to children of brother Harry Lambert, deceased, of Haverstraw, N. Y. The inventory included house and land on Court street, the same estate lately occupied by said Mary Lambert given her by will of her father Jonathan Lambert, adjoining the Tabernacle Society. She had bought 4/10 of the northerly half of this house, formerly the estate of Nat. Lambert, late of Salem, mariner, which he had bought, Aug. 29, 1814, at a vendue of his father's estate, from James Odell of Salem, gentleman.

80. HENRY LAMBERT died in or before 1837. He married, first, before 1820, Elizabeth —, who seems to have married, second, before Dec. 5, 1837, a Macdonald.

John Glen King of Salem, Esquire, Nov. 17, 1837, prays for appointment as guardian of Mary Lambert, ae. 17; Anne Elizabeth Lambert, ae. 12; and Jonathan Lee Lambert, ae. 9, minor children of Harry Lambert, late of Haverstraw, N. Y., formerly of Salem.

Dec. 5, 1837, the children sell, for \$426, to Samuel Cook of Salem, merchant, 2/3 of 4/10 parts of the northern end of a house on Court St., Salem, after the decease of Elizabeth Macdonald, mother of said minors.

Children:—

99. MARY, b. abt. 1820.

100. ANN ELIZABETH, b. abt. 1825.

101. JONATHAN LEE, b. abt. 1826.

98. HENRY LAMBERT died Dec., 1805, having married Nov. 6, 1803, Betsy Hendly, who married, second, Jan. 11, 1807, Capt. Robert Leach, jr. Lambert was impressed by the British about 1800.

Administration of estate of Henry Lambert of Salem, mariner, was granted Oct. 14, 1806, to Mrs. Betsy Lambert.

Child :—

102. RUTH, b. abt. 1804; m. (int.) Dec. 15, 1826, John Davis.

THE WIFE OF THOMAS LORD OF HARTFORD.

BY HENRY W. BELKNAP.

The clearing of the mystery heretofore existing as to the identity of the wife of Thomas Lord of Hartford, Conn., and the final setting at rest of the idea that she was Dorothy, a sister of Rev. Peter Bulkeley, appears to be accomplished. Ever since the Essex Institute acquired the papers of the late Lothrop Withington it has been apparent that Mr. Withington had obtained proof that she was Dorothy Bird, since he referred to it in a number of letters, but nothing was found that gave the facts until the final sorting of a few last odds and ends. Among these was found a chart which supplied the needed facts, and it is a great satisfaction to be able to put these before her many descendants.

First, it will be of interest to give the will of Richard Lord, the father of Dorothy's husband, Thomas, which is as follows:—

In the name of God Amen— 30th Daye of Maye in the Yeare of our Lord God 1610— I Richard Lorde of Towcester in Co of Northton, husbandman of whole mynde doe make this my last will and testament— my soull vnto Almighty God and my bodie to be buried in the Churchyard of Towcester—1st I give towards the repaire of the said parish church of Towcester xij d. Item I give to Elizabeth my Daughter x li. of currat money of England Item I give and bequeath to Ellen my Daughter xxx li. of currant money of England to be paid vnto her by my Executor hereafter named in manner and forme following—viz. the one half thereof att her daie of marriage and the other half within twelve moneths after her said daie of marriage Yf she shall then be livinge And yf it shall happen that she shall marry with one Robert Marriot of Calcot yeom then my will is that the saide sume of xxx li. be made vpp xl li. and to be paid her at the said daies before married by equall porcons But if she happen not to

marrye then my will is that she shall have xxx li. oneli for her porcon to be paid to her within three yeares after my Decease. Item I give and bequeath to Alice my Daughter 30 li. to be paid vnto her by my executor the one half thereof at her daye of marriage and the other half within twelve moneths after her said daie of marriage yf she shall then be livinge But if she the said Alice happen not to marrye then my will is that her said Legacye be paid to her within five yeares next after my decease Item I give & bequeath to Joan my wife the one half of all my goods and chattels whatsoever moveable except the long Table in my hall and the seelinge and benches about my house and my will is that she shall haue & enioye During her naturall lyfe (yf so long she keepe herself my widdowe) the chamber ou^r the kitchen where she and I due lodge and third pt of the apples & onle w^{ch} shall growe yearely in the orchard belonging to the house wherein I now dwell in Towcester Item I give & bequeath moreou^r to my said wief during her naturall lyfe (& yf so longe she keepe herself my widowe) out of my Land & tenem^{ts} & hereditam^{ts} in Towcester aforesaid the Yearlie sume and annuitie of fyve pounce of currant money of Englund to be paide vnto her by my Executor hereafter named his heires or Assignes yearly quarterlie by equal and even porcons Provided allwaies that she my said wyfe shall not claym any Dower or thirde out of my said lands ten^{ts} or hereditenaments. Item I give and bequeath to Thomas my sonne and to his heires and assignes for eu^r all my Lands ten^{ts} & hereditaments whatsoeu^r in Towcester and wth in this Realm of England . . . that he shall instly and trulie p^rforme this my last will & testem^t wth out fraude or deceit And all the rest of my goods and cattells my Detts and Legacies paid & my funerall expenses p^rformed I give and bequeath to my said sonne Thomas whom I Doe make & ordaine my sole Executo^r of this my Last will and testam^t but vtterly Denye all other former wills heretofore by me made giuen or bequeathed Provyded allwaies that if anie one of my said children Ellen Alice or Thomas Doe Decease their lyves before they are to receive their saide Legacies, That then the Legacie of the one of them soe Deceasinge shall remayne & be Due to the other two of them onely then survivinge But if any tow of them shall happen to Decease as aforesaide that then my saide Daughter Elizabeth shall haue fifteen pounce of their Legacies proportionablye to be paid vnto her yf she the said Elizabeth shall then be livinge

My Legacie guift bequest, thinge or things els whatsoeu^r herein expressed to the contrarie hereof in any wise notwithstanding And fynally Doe earnestlie Desyre my wellbeloed freinds M^r Henry Pedder and Thomas Pedder of East Purye in the Counte of Northton gent^s and Paul Boughton of the same Toune clerk to be my supervisors of this my last will and testament And I Doe give and bequeath to each of them for their paynes to be taken ij s. vj d. of currant English money. In witnes whereof I have herevnto put my hand & Seale the daye and yeaere first aboue wrytten.

Signed :—Rici Lord*

Sealed & Subscribed in the
p'sence of vs Thomas Pedder

Paul Boughton

Richard Abbot

Arch. Northants, P Series, Reg. XYZ, folio 74.

Accordingly we see that Richard Lord of Towcester died early in 1610/11, leaving a wife Joan and three children, Thomas, Elizabeth, probably contracted in marriage to Robert Marriot of Calcot, and Alice.

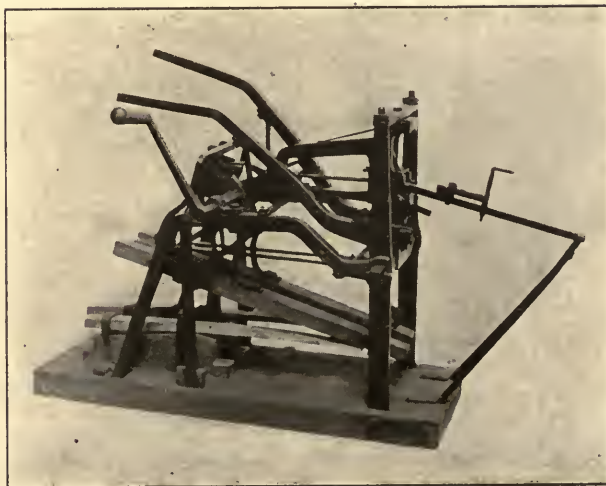
In the marriage license book of Peterborough, page 25, appears a license issued to Thomas Lord of Towcester, Feb. 20, 1610/11, to marry Dorothy, daughter of Robert Bird of Towcester. Mr. Withington makes a note that Thomas was born in 1585 and Dorothy Bird in 1589, but does not give the authority. He also gives a list of the following children, but again does not state where they were baptized:—Richard, b. 1612; Thomas, b. 1619; Anne, b. 1621; William, b. 1623; John, b. 1625; Robert, b. 1626; ? Anne, b. 1629; Dorothy, b. 1631. It may be that he took the ages as given when the whole family, except Richard, who had come over three years before, emigrated in the "Elizabeth and Ann" in 1635. At all events they correspond exactly to the ages there stated. Towcester is a few miles southwest of the city of Northampton, and it will perhaps be possible to get other dates from the parish registers there.

*The original will, signed "Richard Lord" and probated Feb. 7, 1610-11, is filed *Arch. Northants, Second Series, Second Volume V, folio 38*. The inventory, amounting to £90:16:2, is in the handwriting of Paul Boughton.

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NATHAN READ



MODEL OF NAIL CUTTING MACHINE
Invented in 1798

HISTORICAL COLLECTIONS

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No. 2

THE SALEM IRON FACTORY.

BY FRANCIS B. C. BRADLEE.

THE first iron works in the United States that existed long enough to take a permanent place in the history of industry were established at Lynn, Massachusetts, in 1643, and the first iron pot made in New England was cast in that foundry in the same year. A forge shop equipped with a trip hammer was established in 1652 at Raynham, Mass., by James and Henry Leonard, who afterwards managed the iron works at Rowley Village (Boxford) near Topsfield.

Except for nail making, the manufactures of iron in colonial times were entirely a workshop craft. Almost any of the early iron works could have been run by a country blacksmith. The iron used was smelted from the bog ore found in the meadows of eastern Massachusetts. About 1720 a trip hammer was used in the manufacture of scythes and other edged tools, and in 1750 the first regular iron rolling mill in America was built at Middleboro, Mass. At the outbreak of the Revolution over 500 muskets for the Continental Army were made there. At Bridgewater cannon were cast solid and the caliber bored, by Hugh Orr, a Scotchman. Copper bolts and nail rods were made at Two Mile River, Taunton, in 1777, and in 1825 the plant was altered to an anchor forge.

In the early days wrought nails were made in Massachusetts by hand forging, as it is believed they still are

so made today in England. Nails were exported until Alexander Hamilton's tariff bill was adopted. Tacks also were made at a very early time from strips of sheet iron.

The Danvers iron works and rolling mill were founded by Nathan Read of Salem, who was the inventor of one of the first machines, and perhaps the earliest, for cutting and heading nails at one operation. He was born July 2, 1759, at Warren, Worcester County, Mass. The following short account of his life, condensed from "The life of Nathan Read by his nephew, David Read", New York, 1870, will be found of interest.

Read's ancestors originally came from Newcastle-on-Tyne, and about 1632 emigrated to America and settled near Boston. His father, Major Reuben Read, was an officer in the Revolutionary army, and his mother, Tamison Eastman, was a first cousin of Major General Nathaniel Greene of Rhode Island. Nathan Reed graduated from Harvard College in 1781 and was early distinguished as a scholar. Soon after his graduation he was elected a tutor at Harvard, which position he filled for several years. He afterwards studied medicine with Dr. Edward Augustus Holyoke of Salem, but gave that up and opened an apothecary store in the same place.

In April, 1795, Read removed to his farm in Danvers and built a permanent structure across Waters river, which served the double purpose of a dam and bridge. The next year he and his associates erected and put into operation what was known as the "Salem Iron Factory", for the manufacture of chain cables, anchors, and other materials of iron for ship building, he having the chief superintendence of the work. While thus engaged, he invented and put into operation in the factory a nail machine, which was extensively used for cutting and heading nails at one operation. A patent, dated Jan. 8, 1798, signed by President John Adams and now in the possession of the Essex Institute, was issued to him by the United States Government as the original inventor.

In October, 1800, Read was appointed a member of Congress for the Essex South District to fill the vacancy caused by the death of Judge Sewall. He was subsequently elected to that office. In 1802 he was appointed

The United States of America.

To all to whom these Letters Patent shall come :

WHEREAS *Nathan Reed* a citizen of the State of Massachusetts in the United States, hath alleged that he has invented a new and useful improvement, *in a machine for cutting and bending rods of iron or steel,*

which improvement has not been known or used before his application : has sworn that he does verily believe that he is the true inventor or discoverer of the said improvement ; has paid into the Treasury of the United States, the sum of thirty dollars, delivered a receipt for the same, and presented a petition to the Secretary of State, signifying a desire of obtaining an exclusive property in the said improvement, and praying that a patent may be granted for that purpose : THESE ARE THEREFORE to grant, according to law, to the said *Nathan Reed* his heirs, administrators, or assigns, for the term of fourteen years, from the *Twentieth* day of the Month of *December* last past, the full and exclusive right and liberty of making, constructing, using, and vending to others to be used, the said improvement, a description whereof is given in the words of the said *Nathan Reed* himself, in the schedule hereunto annexed, and is made a part of these presents.

IN TESTIMONY WHEREOF, I have caused these Letters to be made Patent, and the Seal of the United States to be hereunto affixed.

GIVEN under my hand, at the City of Philadelphia the *Eighth* day of *January* in the Year of our Lord, one thousand seven hundred and ninety *Eight* and of the Independence of the United States of America, the *Twenty second*.

John Adams

By the President,

Amos B. Parker, Secretary of State.

City of *Philadelphia*, this *TO WIT*

I DO HEREBY CERTIFY, That the foregoing Letters Patent, were delivered to me on the *11th* day of *January* in the year of our Lord one thousand seven hundred and ninety *Eight* to be examined ; that I have examined the same, and find them conformable to law. And I do hereby return the same to the Secretary of State, within fifteen days from the date aforesaid, to wit, On this *11th* day of *January* in the year aforesaid. *Charles V. Johnson*

by Governor Strong a special Justice of the Court of Common Pleas for the County of Essex; and after his removal from Danvers to Belfast, Maine, in 1807, he was made Chief Justice of Hancock County, a position he filled for many years. Judge Read died at his residence at Belfast, Jan. 20, 1849, in the ninetieth year of his age, in the full possession of his intellectual powers and universally respected by everyone.

Besides his nail machine, Judge Read is to be credited with several other new inventions in the mechanic arts, and some of these were patented. Among them may be mentioned his Multi-tubular Boiler and his Improved Steam Cylinder for use in either steamboats or land carriages. He also is generally credited with inventing an experimental steamboat which was demonstrated on the Danvers river in 1789. The experiment was made as claimed, but a close examination of Judge Read's papers reveals the fact that the paddle wheel shafts of the small boat were turned by Read himself, and that no steam engine was used in connection therewith.

On March 30, 1792, Nathan Read bought for £370, from Joseph Endicott of Danvers, a house, barn, etc., and 34 acres of land bordering on Waters river and in that part of the town of Danvers called "the Neck of Land." When he erected the large house this older house was moved by Read to the street where it now stands. Originally this estate had formed part of a large tract of land deeded to Governor Endecott in 1632 by the General Court. (See the article by Sidney Perley on the Endecott Lands: *Essex Institute Historical Collections*, Vol. LI, page 361.) Undoubtedly Read already had in mind the building of the bridge across Waters river, the erection of an iron factory, and in connection with it a wharf, mill dam, etc., for in December, 1794, he bought for £1. 4s., of Ruth Dole (the daughter of Samuel Endicott), 1/2 acre of flats on the road north from Waters river. This is where the rolling mill now stands. In February, 1795, Read acquired from Lydia Waters of Danvers, for £37. 13s., the flats and uplands on the south side of the channel of Waters river, the present site of the wharf on the Hussey side of the river.

Waters river bridge itself was built during the early part of 1795. In the original specification it is stated:—

“That the top of the said Bridge shall be thirty feet wide at the least. . . . That the highth of the bridge be at least one foot higher than the cap piece. . . . That there be three water courses through said Bridge, that the center one be thirty feet wide at the least at the Top. . . . That the other two water courses shall be at least twenty feet wide at the Top and distant from each other not less than 180 feet. . . . That the two piers between said water courses shall be cased with large and other suitable rocks. . . . That the said rock work shall be made so high as that three pieces of Timber on top thereof shall be the highth of said bridge. . . . That the sides of that part of said Bridge lying between either shore and the next arch or water course shall be of rock work. . . . That the Bridge be railed on each side with good substantial railing . . . equal to that on the North Bridge in Salem . . . and that the whole of said Bridge be finished . . . on or before the first day of december next. March 12, 1795.”

The whole cost of construction came to £1,110. 9s., of which Mr. Read received £120. for “personal services”.

In February, 1795, Read had petitioned the assessors “of that part of the town of Danvers called the Neck . . . to call a legal meeting of the inhabitants . . . To know if they will grant me . . . the privilege of making use of Waters Bridge or a mill dam, and of constructing a lock and flood gates . . . and of building mills, and of erecting piers and wharves anywhere adjoining the bridge, in consideration of my paying them a reasonable sum of money towards repairing the bridge.”

As a result of this meeting an agreement was made April 4, 1795, between the town of Danvers and Nathan Read, concerning the repair of the bridge over Waters river. In return for the privilege of erecting mills, building dams, wharves, etc., Read agreed to accept the report of the town committee dated March 12, 1795, and to furnish all materials except rocks, and to have the work completed by Dec. 1, 1795, next, at his own expense, the town paying £210 and allowing him the rocks and other material in the old bridge. The middle arch was not to

exceed 45 feet in width. At the expiration of five years the bridge was to be maintained by the town.

Among the Read papers is a long memorandum in his own handwriting describing the advantages and profits to be expected from an iron mill situated on Waters river. In modern parlance this might be described as a circular designed to "float a stock company." The memorandum bears no date, but it is safe to assume it was written in the early part of 1795. It throws so much light on the early methods of manufacturing iron that it will be not uninteresting to quote liberally from it.

"An Estimate of the Profits that might reasonably be expected to arise from a capital of fifteen thousand dollars employed in establishing & carrying on the Manufacture of Anchors at Waters' Bridge.

"From the best information I can collect it is generally agreed by the Anchor smiths that from three-quarters to a Chaldron of Coal & a Ton of Spanish iron, or twenty one hundred of Russia iron, & twenty days labour, will be amply sufficient to make a Ton of Anchors. And as the greater part of the labourers employed are apprentices & common hands, a dollar a day upon an average to each workman, or Twenty dollars a Ton, will probably be sufficient to allow for this part of the expence.

"But to compensate for any supposed inconveniences that may attend a tide stream, I shall estimate labour at thirty dollars a Ton, or at thirty days work, which is fifty per cent more than is allowed at Petuxet [Pawtucket] & three times as much as it actually requires at the Anchor works at Canaan in Connecticut, where I am informed that Twelve Tons of Anchors were made with less than one hundred & twenty days labour.

"But it ought to be observed that from the excellent construction of these works they are said to require far less manual labour than any others of the kind in New-england.

"In my estimate of the expence of establishing Anchor works on Waters' River, I have included two hammers, a large one for heavy Anchors & a smaller one for lighter work, & four forges, with bellows fixed to be worked by hand or water, as occasion requires.

"And as there is so great a profusion of water in the Pond that ten large water wheels would not probably lower it two feet in six hours, the hammer wheel without any inconven-

ience may be set so high as to work at least seven hours in a tide, and the bellows wheels which require very little power to move them, may be so fixed as to go the greater part of the time; and with proper management very little time, if any, need be lost; for it will require about an hour to take a heat upon a large Anchor before the hammer can be used.

"And if the forge be set to work in season, as it always might be with a little attention, there would be eight hours out of twelve in which the business might go on without interruption: and the remainder of the time may be advantageously employed in shutting up Anchors, fixing the palms, making the rings, preparing and bundling up iron for the shafts & arms, & in such operations as are usually performed by hand.

"Proceeding in this way I have the fullest confidence that eight hands, with two trip hammers & four forges, constructed in the most approved manner, can easily make one hundred Ton of Anchors in a year.

"And for this purpose a capital of fifteen thousand dollars is sufficient, provided the stock be turned once in nine months, as there is good reason to expect it might be, from the increasing demand for Anchors to ship to India.

"But to remove as far as possible every degree of uncertainty with respect to the profits of the business, I will suppose the stock to be turned but once a year, & therefore shall restrict my calculation to eighty tons per annum. And as Russia iron is most commonly used for large anchors, I have formed my estimate upon that kind in preference to any other.

"It is also proper to observe that in fixing upon the capital which I supposed might be profitably employed in this business, I have estimated the cost of the dam, stream, etc., and anchor works complete, at five thousand dollars. I have also calculated to advance the labourers one half their wages at the beginning of the year, which is nearly the same thing as to pay them monthly as their wages become due.

"The following estimate of the cost of the materials & labour necessary to make eighty tons of anchors, deducted from the value of the anchors when finished, will shew the neat profits arising from the whole capital employed.

"To 84 tons of Russia iron at 93 dollars per ton,	\$7,812
"To 80 chaldrons of coal at 12 dollars per chaldron,	960
"To labour for 80 tons of Anchors at 30 days or 30 dollars per ton,	2,400

" To incidental expenses & repairs, estimated at	328
<hr/>	
" Whole cost of the material & labour for 80 tons of Anchors,	\$11,500
" Value of 80 tons of Anchors at 10 cents per pound,	16,000
<hr/>	
Neat profit,	\$4,500

which is 30 per cent upon the whole capital.

" If labour be estimated at 20 dollars per month & Russia iron at 75 dollars per ton. & coal at 9 dollars a chaldron, which I am informed is a high estimate for time of peace, the first cost of a ton of anchors, allowing one month's labour to a ton, will be 104 dollars : & a capital of 15,000 dollars will be sufficient to make 102 tons of anchors annually.

" The actual cost of 102 tons of anchors at \$104 per ton is	£3182—8s
" Value of 102 tons of anchors at 5d per pound,	4250—0s
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" Neat profit in time of peace, £1067—12s

which is upward of 30 per cent turning the stock once a year.

" On the whole, this branch of business which is plain & simple in its nature, & which can be carried on with, perhaps, equal advantage in peace or war, appears to be a very safe & eligible one.

" To the anchor works may be annexed with very little expence, a suitable apparatus for making shovels, scythes, hoes, axes, etc., which is a less extensive, but not less profitable kind of business than the former in proportion to the capital employed.

" These articles may be as easily wrought with a tide mill as with any other ; for about half the work is done by hand.

" From a particular inquiry into the business it appears also that a mill to roll & slit iron into sheets, hoops, saw plates, nail rods, etc., is very productive, & can be erected upon a tide stream where there is a sufficiency of water without any real inconvenience, for the mill goes but about six hours in a day ; & there is no difficulty in adjusting the diameter of the water wheel & the length of the floats in such a manner as to produce the power required.

" The cost of a good rolling and slitting mill two years ago was about twenty-five hundred dollars. Five men can easily slit three Ton of nail rods in a day & bundle them up.

"The quantity of fuel consumed in slitting a Ton of iron is about half a cord of pine wood & a bushel of sea coal.

"The customary price for slitting is a dollar a hundred. The loss upon a quantity of iron slit into nail rods is eight per cent.

"From these data the profits of the business may be easily calculated. A bark mill, a corn mill, & several others that require water carriage, may also be erected to advantage on this stream, which, from its magnitude & local situation, opens a fine field for the improvement of some part of that surplus capital which the merchant at the close of the present European war will find for his interest to withdraw from commerce & employ in such manufactures as are principally carried on by machinery.

"From this consideration, as well as from the natural growth of the country, every mill seat, situate as this is, on a navigable river, & affording an easy communication by water with the Capital & other large towns, must necessarily rise in value & attract the attention of the Artist & Manufacturer."

Mr. Read's ideas of the profits to be made from an iron mill were so convincing that he was speedily able to enlist the support of several prominent citizens of Salem, and with their help organized a stock company, the abbreviated description of which is taken from the original agreement in the Read papers.

"The Subscriber, Nathan Read, being Proprietor of a Mill Seat on Waterses River, & of a piece of Land convenient for a Mill Yard, Wharves, etc., on the Eastern side of Waterses Bridge in Danvers . . . & having expended considerable money & labour in constructing & building said Bridge in such manner that the Dam across said River may now be completed at small expence . . . & that in order thereto (to establish the iron mill) it would be necessary to raise a Capital of fifteen thousand Dollars, which have been already expended by him . . . & it not being convenient for him to find the whole Capital, he proposes forming a company or association for the purpose upon the following principles.

"That the Capital Stock, including what Read hath already expended . . . shall consist of fifteen thousand Dollars & be divided into fifty shares of three hundred dollars each. . . .

"That the Company shall allow . . . Read the reasonable

expence & charge of building said Bridge, after deducting the allowances . . . which were made him by the Proprietors of the Neck . . .

"That the said Read is to be on the same footing with the rest of the Company & to have no other rights or privileges than his number of shares may entitle him to. . . .

"That if the whole number, to wit, fifty shares, be not subscribed, neither said Read, nor those who have subscribed, are to be holden, but these proposals & their subscription are to be null & of no effect."

Danvers, Feb. 18, 1796.

. . . "We the subscribers . . . do severally agree to become members of a Company for establishing & carrying on the manufacture of Anchors at the place & in the way & manner therein proposed." . . .

Joseph Sprague	eight shares
Benj ^a Hodges	two shares
Sam Putnam	one share
William Stearns	six shares
E. A. Holyoke	four shares
Joshua Ward	two shares
Jacob Ashton	two shares
W ^m Prescott	one share
Jerath. Peirce	two shares
Aaron Wait	two shares
Nathan Peirce	one share
John Appleton	one share
Joseph Peabody	two shares
Ichabod Nichols	two shares
Jno. Norris	two shares
W ^m Gray Jr.	five shares
Sam ^l Gray	two shares
Jno. Osgood	two shares
Nathan Read	three shares

On May 5, 1796, the official "Articles of Agreement" establishing the Salem Iron Factory were signed by the shareholders before mentioned. The "Agreement" is a legal document of great length, but a few quotations from it will be of interest, as showing the organization of one of the early stock companies.

"They [the co-partners] have agreed to form themselves into a Company, or, Co-partnership, for the purpose of erecting Mills, etc. . . .

"That a Treasurer shall also be chosen by Ballot at the Annual Meeting . . . that the Treasurer shall never pay out of the Treasury at any one time a greater sum than One Thousand Dollars, without an order in writing signed by at least two Directors. . . .

"That there shall every year be elected by written Votes three Directors, whose duty it shall be to Superintend the building & constructing of the Mills & other buildings . . . they shall have full power . . . to make any contracts in the course of business . . . to sign any promissory notes, Drafts, or Bills of Exchange . . . and to buy & sell . . . the material proper for carrying on the business.

"That the Directors . . . shall appoint . . . an Agent . . . who shall personally & constantly attend to . . . and with the advice of the Directors . . . direct the whole business of said Company. . . .

"That the aforesaid Capital stock (\$30,000) shall never hereafter be Increased without the consent of the proprietor of forty shares thereof. . . .

"That this Copartnership shall continue for the Term of five years, unless the holders of forty shares shall . . . determine to dissolve it within that term . . . and that at least six months before the Expiration of said five years a special meeting of the partners shall be called to determine whether they will further continue said partnership." . . .

Samuel Putnam was elected clerk, John Appleton, treasurer, and John Osgood, Jerathmeel Pierce and Joseph Peabody, directors.

On May 10, 1796, Mr. Read sold to the Directors of the Salem Iron Factory the mill at Waters river and all his rights in the bridge, dams, etc., for the sum of \$3,383.33.

John Appleton only filled the position of treasurer for a short time, as on April 26, 1797, the directors appointed Mr. Read to act in the double capacity of treasurer and agent, he giving bonds for \$10,000. for the faithful performance of his duties. The directors agreed to pay Mr. Read \$550. per annum for his services (he also probably had the free use of a dwelling house), "and to pay him for all his reasonable expenses and horse hire, when on journeys for the service of the Company, excepting always his expences and horse hire from Dauvers to Salem, and while there."

A few days before this, April 5, 1797, Jonathan Allen of Taunton had been engaged as foreman of the mill, and his agreement with the directors sounds so quaint to-day that it is worth while to quote the whole of it:—

“Danvers, 5 April, 1797.

“Agreed with Mr. Jona. Allen to work in the Sliting Mill to keep the Cutters Rolers etc in Repair at eight shillings pr. Ton pr. Cutting every Kind of Rods & dubble for Iron Hoops or Nail plates, & at any Time that the works should not go he is to have thirteen shillings & six pence pr. day while employ^d in making Cutters or any other employment for the Company,—it is agree that Mr. Allen finds himself every thing save board, drink etc

Mr. Allen agrees to pay forty dollars pr. year for Rent for the House belonging to the Company or twenty dollars if he should improve only one half of the house, he or his family have their choice of the 3 Rooms below or in the Chambers, to have a good convenient Garden Room, the present Agreement is consider^d to Exist twelve months from the date except some dissatisfaction should occur between the parties or either of them.”

Jonathan Allen
Jno. Osgood

Nothing, perhaps, can better illustrate the entirely changed attitude of the public in the last century towards the liquor question than the following bill for ardent spirits bought by Mr. Read and undoubtedly furnished by him to the workmen at the mill. It was then quite a common practice:—

Doctor Nathan Read Dr. to Andrew Full :

1797

April 27	To 1 qt. Brandy	0	1	9
May 6	To 1 qt. Rum	0	1	11
ditto 12	To 12 qt. Rum	0	13	11
		<hr/>		
		0	17	7

Frequent bills for liquor furnished Mr. Read at the Iron Mill are to be found among his papers. These gradually increase in size as a larger amount of labor was employed.

A good idea may be gained of the financial working and output of the Salem Iron Factory in its early years by the annual report for April 30, 1799, which follows. The original is entirely in Mr. Read's handwriting:—

Dr.		BALANCE.			
1799	T. Cwt. Qr.				
Apr. 30	To 121 " 2 " 0	Spike & Nail Rods	at 6½	Dolls.,	\$ 789.75
" "	To 155 " 3 " 0	Nail Plates	at 7½	"	1168.12½
" "	To 6 " 0 " 0	Iron Hoops	at 8	"	48.—
" "	To 3 " 0 " 0	Sleigh Shoes	at 8	"	24.—
" "	To 78 " 0 " 0	Strips for Nail Plates	at 6½	"	507.—
" "	To 225 " 0 " 0	Russia Iron	at 5½	"	1181.25
" "	To 160 " 0 " 0	Spanish Iron	at 5½	"	880.—
" "	To 7 " 0 " 0	Broken Iron	at 3	"	21.—
" "	To 10 " 0 " 0	Scrap Iron	at 1½	"	16.66½
" "	To 3 " 2 " 0	Twinders,	at 3	"	10.50
" "	To 959 lbs.	Spikes	at 10 cents		95.90
" "	To 154 lbs.	Deck Nails	at 10 cents		15.40
" "	To 83 1-6 Doz.	Shovels	at 10½	Dolls,	873.25
" "	To 150 Refuse	Shovel Plates	at 20 cents		30.—
" "	To 13 Refuse	Scythes	at 75	"	9.75
" "	To 12	Scythes unfinished	at 75	"	9.—
" "	To 4	Axes	at 1½	Doll	11.—
" "	To 12	Cords Pine Wood	at 3½	"	42.—
" "	To 7	Chaldrons pit Coal	at 11	"	77.—
" "	To 200	Bushels charcoal	at 14 cents		28.—
" "	To 30	Anchors wt 15277 lbs.	at 10	"	1527.70
" "	To 10	Ditto unfinished, 8000 lbs.	at 8	"	640.—
" "	To 20 " 0 " 0	Anchor Palms	at 7½	Dolls.	150.—
" "	To Sundries, in the hands of Martin Perry, Ports- mouth,				1069.75
" "	To Ditto, in the hands of James Prince, New- buryport,				2911.60
" "	To Ditto, in the hands of Capt. Blackley, Mar- blehead,				276.10
" "	To Ditto, in the hands of Daniel Carney & Co., Boston,				4857.—
" "	To Ditto, in the hands of Albert Newhall, Port- land,				1425.—
" "	To Ditto, in the hands of J. & T. Stephens, Bev- erly,				239.96
" "	To Ditto, in the hands of Jos. Osgood, Jr., Salem,				1217.24
" "	To Outstanding Debts,				4728.21
" "	To Cash remaining in the Treasury,				981.55
" "	To Works, tools & utensils, Dwelling House & lands, etc.,				22485.79
1799					\$48348.09
Apr. 30	To balance, the Neat of Company's Estate, Stock,				38548.20

	CONTRA.	Cr.
1799		
Apr. 30	By Ebenezer Beckford, Esqr, due to him,	\$1565.73
" "	By Capt. George Dodge Ditto	2023.33
" "	By Essex Bank "	4000.—
" "	By Nathl Goodwin Esqr about	112.—
" "	By Nathan Read	1743.83
" "	By Commifision, Freight, etc. on Sundries not sold,	360.—
" "	By Stock, the Neat of the Company's Estate,	38543.20

\$48348.09

	CONTRA.	Cr.
1798		
Apr. 20	By amount of Company's Estate,	\$37222.22
1799		
Apr. 30	By profit gained the year past,	1320.98

\$38543.20

During the early part of Mr. Read's connection with the Iron Factory he was at work on his machine for cutting and heading nails, probably the best known of his many inventions. The working model and the original patent dated and signed by John Adams, are now in the possession of the Essex Institute. Among the Read papers are receipts aggregating hundreds of dollars paid various mechanics for work done on the nail machine.*

Like all other successful inventions, the priority of Mr. Read's nail machine was disputed by others, which evidently and quite naturally gave him great concern, as is evidenced by his letter to Hon. Timothy Pickering, then Secretary of State, not long before the patent was granted. The letter also gives a good idea of the practical working of the machine:—

“Danvers, August 21, 1797.

“Sir,

“I am informed that an application has been made or will soon be made to you by the Rev^d Mr. Newell of Stow (Mass.)

*From the Read MSS.:—

“How to Soften Iron.

“Take of allum, salt, Armoniac, Tartar, a like quantity of either, put them into good vinegar, & set them on the fire; heat your Iron, & quench it therein.”

“To Make Iron have the Colour of Brass.

“First polish it well, rub it after with aqua fortis, wherein filings of Bräfs have been dissolved: the like may be done with roman vitriol, dissolved in Vinegar, & fair water of each a like quantity.”

& a Mr. Ellis of Boston for a Patent for a nail machine constructed upon similar principles with one of my inventions, which at the expense of four hundred dollars I have had made at the Salem Iron Factory, where, for some time past, it has been in complete operation. If my information be correct I have good grounds to apprehend that some undue advantage has been taken by Messrs. Newell or Ellis of the principle of my Machine.

"It certainly has been in their power to take advantage, for both of them have had a verbal description of the principles of its operation. . . . This was in May last, if I recollect right.

"About the same time a Mechanick by the name of Burt, who afterwards acknowledged to me that he had been applied to by Mr. Ellis to do the iron work of his nail Machine, obtained in a clandestine manner access to the apartment where I had concealed the model of my machine & examined every part of it, & had its principles fully explained to him.

"Furthermore, I have been repeatedly informed & have every reason to believe that that which Messrs. Newell & Ellis had constructed before their workmen obtained information of mine was totally different from mine, & on trial upon a large scale, the principle of their machine failed, having never been able to make any nails but leaden ones.

"To enable you to determine whether there is a similarity between the two machines, you will permit me to give you a *consise* account of the principles & operation of mine, as I have had too many avocations to compile a drawing & particular description of it.

"My Nail Machine consists of a cutting lever of the common form, which vibrates to cut, head, & pound, of two vices & two hammers, & a stage upon which the Nail plate is placed & forced into the jaws of the cutters by a pair of rippers & a small pulley.

"Directly under the cutting tool is a small trough on which the nail drops. The machine is so constructed as to make a certainty of throwing one nail into one vice & the next nail that is cut into the other vice,—the nails drop head foremost into the vices, of which one is inverted. Under each vice is a sliding gage, which prevents the nail from dropping too far & conveys it by a secondary movement directly under the fixed jaw of the vice, where it is held till the vice grips it, then the sliding gage moves back & the hammer, which strikes upward, heads the nail at two strokes,—the vice then opens & the nail drops,—the other vice, hammer & sliding

gage in turn perform the same operations, & so on alternately, two nails being cut & headed at every revolution of the wheel, which gives a regular & equable movement to the whole machine, which feeds itself & cuts & heads the nails without any other manual labour than what is required to place one nail plate upon the stage where the machine is fed. . . .

"The capacity of the machine is about ten thousand nails daily. With the same machine nails of any size from a 4^d to a 20^d nail can be made by adjusting the weights which move the hammers to the size of the nail.

"As it is about five years since I have had the principles of my machine in contemplation & have spent a deal of time & money to perfect the machine, of which I had a complete model in wood several months before I knew that Mr. Ellis or any other person had attempted anything of the kind, I must solicit you as a friend to justice, if it should appear upon examination that there is a sameness in the principles of our machinery, to use your influence to defer granting a patent to Mr. Newell till I have time to assert my rights & come forward upon equal ground; but if I have been wrongly informed & it should appear that there is no interference in our claims, I most sincerely wish Mr. Newell & his partners may meet with every encouragement that the government can give.

"A sense of justice to myself and family is the only apology I can make for the trouble I make you.

"I am, Sir, with the profound sentiments of respect & esteem, your most obedient Servant,

"Nathan Read."

"P. S. As soon as possible I shall construct a small model & complete the drawing & description of my machine & forward them to you with a petition for a Patent."

Mr. Reed's claims to priority of invention were evidently considered good, for very soon after the above letter was written a patent was granted him (Jan. 8, 1798), and acknowledged as follows in a letter written by Mr. Read to Benjamin Goodhue, M. C.:—

"Danvers, Feb. 1, 1798.

"Dear Sir,

"I have received yours of the 13th of Jany. with my patent enclosed. I thank you for your obliging services & benevolent wishes; and sincerely hope our Country may eventually

derive such advantages from new & useful improvements as will amply reward their patrons & benefactors.

"With the sincerest respect & esteem, I am your friend & obedient servant,

"N. Read."

In May, 1801, Mr. Read sold to Hatch Dent of Baltimore, for the sum of \$500, all his rights and privileges in the nail machine in the State of Maryland for the term of fourteen years, beginning in December, 1797. Methods of transportation were then so uncertain and slow that the nails made at the Salem Iron Factory had practically only a local sale.

In the Articles of Agreement made May 5, 1796, it was provided that the partnership should continue for five years, unless the holders of forty shares should determine to dissolve within that time. This for some reason was renewed by an agreement dated Sept. 17, 1800. Meanwhile the partners had become incorporated by the General Court by the name of "The Salem Iron Factory Company," by an Act passed Mar. 4, 1800. The shareholders at that time were: Ebenezer Beckford, William Gray, junr., Joseph Sprague, Benjamin Hodges, William Stearns, Edward Augustus Holyoke, Joshua Ward, Jacob Ashton, Abel Lawrence, Jerathmeel Pierce, Aaron Wait, Nathan Peirce, John Appleton, Joseph Peabody, Ichabod Nichols, George Dodge, John Osgood, Benjamin Carpenter, Samuel Putnam, all of Salem, and Nathan Read of Danvers.*

After Mr. Read was appointed to Congress, in October, 1800, he resigned as agent of the Salem Iron Factory, although it is believed he retained his financial interest therein.

The Rev. William Bentley of Salem, a keen observer, thus describes the Iron Factory:—

"Feb. 14, 1810.† Dined with Mr. Osgood at the Factory, Waters Bridge. . . . At Waters Bridge Factory everything

*From "An Act for Incorporating the *Salem Iron Factory Company*," Salem, 1804, 12 mo., pp. 40. [A copy is in the Library of the Essex Institute.]

†Diary of Rev. William Bentley, Vol. III, pp. 497-8.

is upon a larger scale [than the Beverly iron mill] & supported upon a considerable capital. The rollers for the Iron slitting mills are powerful. The cutting machines are of different sizes with different motions. The larger machine is fed by tongs led by a pulley. The smaller is fed by hand & can give 1400 strokes in a minute. The machine for heading is not used since the first experiments, as it is found heading is done better by hand than by any machine as yet invented both as to time & goodness of execution. Board for the workmen can be had at 15/ a week, & the men who head have about the average of 5/ pr. hundred weight & can earn from 6 to 9/ a day. Josselyn, the director at the Anchor Smith business, is from Plymouth Colony & a descendant of John Josselyn's Brother who came to N. E. in 1674."

"Oct. 21, 1816.* I returned to the Mills . . . at Waters Bridge. There I saw the furnace & rolling Mills. In the southern house the nail machines were at work which cast & head at one operation. Four kinds I saw, the Double tens, the single tens, clap board & shingle nails."

"December 11, 1816. Yesterday I spent with Mr. John Osgood & family at the Iron Factory at Danvers. The machines for nails were all at work from nails of one inch to six. The sale however is not so ready in this quarter from the multitude of such establishments. The Anchor making is still continued from 4 hundred to 2 tons. Between 20 & 30 men are in the employment of this establishment & the best order obtains among the workmen. . . . The bars for plates pass from the furnace through three pair of rollers before complete for cutting. A furnace with Rhode Island coal heated the plates for the cutting machines, of which four were at work upon the larger nails for sheathing, decking & ship work. The largest Anchor among the Stock which I saw was 15 hundred. Many of less weight were made not by order."

"September 2, 1818.† This day I dined at Mr. J. Osgood's, Overseer of the Iron Works at Waters' Bridge, Danvers. . . . We visited the works which we found in good order. The general statement as I make it is that in the mean of a few past years they work 18 tons of Iron, now at 100 D. pr. Ton. They sell nails at 10 cents a pound. The expences of the establishment I know not."

"May 5, 1819. . . . Mr. Archelaus Ray, who married D. Woodbridge, succeeds Mr. Osgood this year in the charge of the Iron Factory at Waters' Bridge & its dependencies at the

*Diary of Rev. William Bentley, Vol. IV, pp. 416, 490.

†Diary of Rev. William Bentley, Vol. IV, pp. 544, 590.

north of Porter's bridge. Mr. A. Ray had the direction last year at the Amesbury Mills when I visited them, but from his wishes to accommodate his family he has requested the changed situations."

After this date the nature of the work done at the Salem Iron Factory gradually changed, anchor and nail making were given up, and iron rods and sheet iron were almost exclusively rolled and manufactured.

On May 25, 1843, Joseph Peabody, William Pickman and Archelaus Ray, trustees of the proprietors of the Salem Iron Factory Co., sold to Matthew Hooper, carpenter, of Danvers, for \$8,065, all the interest in the factory, together with all the buildings, including the dwelling houses, nail factory, shops, mills, etc. Hooper carried on the business until 1854, when, on August 14 of that year, he sold out the mill, which was then called the "Danvers Iron Works," to William P. Fisk, James C. Fisk, trustee, both of Cambridge, Eben H. Balch of Boston, and Francis E. Smith of Danvers, for \$25,000. The property was mortgaged to Mr. Hooper, who foreclosed on Sept. 3, 1857.

John Sylvester of Somerville bought the Iron Works in 1858. It probably was a company at that time, but it has not been possible to make a connection between Matthew Hooper and this corporation. Hooper died in 1858, and it appears that he disposed of the Iron Works before his demise, but no deeds can be found from him or his wife, who was executrix.

The Danvers Iron Works are now carried on by Herbert Sylvester, who succeeded Benjamin F., the son of John Sylvester. The business is a close corporation, of which the Sylvester family are the largest stockholders. Iron rods, nuts, bolts, etc., rolled from scrap iron, are now the principal manufactures.

When Nathan Read removed to Maine in 1807, he sold his dwelling house near the iron works, Aug. 12, 1807, to Benjamin Crowninshield, master mariner, of Salem, for \$11,250. Benjamin Merrill, administrator of the estate of Benjamin Crowninshield, sold the estate to Benjamin Porter of Marblehead, on Oct. 2, 1837, and the property has since remained in the Porter family, and is now owned by Helen and Benjamin Porter, the grandchildren of the above named Benjamin.

HATHORNE: PART OF SALEM VILLAGE IN 1700.

NO. 2.

BY SIDNEY PERLEY.

THIS plat, which includes what is now a part of Middleton, extends from about the Hathorne railroad station northerly two and a half miles to the Ipswich river, and from the river easterly to Nichols brook, having an average width of about a mile. The line between Middleton and Danvers is shown by the long dashes. This part of Middleton was a part of Topsfield until the incorporation of Middleton in 1728. That part of the tract lying southerly of this line was a part of Salem until 1752, when it was incorporated as a part of Danvers.

There are four or more large hills within this section, Bare hill being the highest, and Dale's hill next. Bare hill was so called as early as 1685, and Bear hill in 1731; and Dale's hill was called Misty hill in 1680; and later Dale's hill, from the Dale family that lived upon it.

Ipswich river was so called as early as 1696; and in 1700 it was called "y^e River y^t Leads to Ipswich."

Nichols brook was so called in 1700. It was known as the great brook in 1787; and as the line brook between Middleton and Topsfield in 1848.

Maple street near the Agricultural school was called the country highway in 1677; the old highway that was laid out for Andover men, in 1696; and in the same year, "ye old highway which was the highway from Salem to Andover." A change in its location was made at the Middleton line in 1783. In 1841, it was called the county road leading from Danvers Plains to Middleton meeting house. That part of Maple street running southerly from its junction with Preston street was laid out about 1808, and was called the new road in 1816; the county road in 1822; and was called Maple street its entire length line to Middleton line as early as 1882.

The way leading from the Middleton line, near the Agricultural school, to Indian bridge over Ipswich river, being the continuation of Maple street, was laid out "for Andover men" before 1685, when it was called Andover highway. It was called the highway that was laid out for Andover men, in 1722; and the county road in 1822.

The bridge over Ipswich river, known as Indian bridge, was built at about the time the road was laid out before 1685. The road must have been a way before the bridge was constructed, as this was an ancient ford. The town of Topsfield voted March 2, 1724-5, that "John Nicholes & and John Burton are Chosen to rebuild Topsfields part of the Bridge over y^e River Near to Edward Putnams between Topsfield and Boxford and to bring their account to the Town when sd Work is Done and they shall be reasonably allowed by y^e Town for sd service." This was called the Indian bridge as early as 1754.

Preston street is an ancient way, and was called ye highway in 1733; the county road, in 1806; Preston street as early as 1882; and the old county road leading from Danvers Plains to Middleton, in 1896.

The road leading to Topsfield over Nichols brook was a path in 1668 and was laid out in 1669. The town of Topsfield voted March 2, 1668-9, that "the Towne hath excepected William Nicklas and John Nicklas and William Hobes from hie Way worke in ye Towne apou Consideration thay Liue remoate: and apou Condition thay mak there one hie wayes to Topsfeid Bridge nere to Joseph Towns his house." The town of Topsfield voted Nov. 15, 1669, that Jacob Townes and Joseph Townes be "Chosen to Lay out a highway ffrom ye Bridge ouer ye Riuer by William Townes of one pole wide to William Nicklas ffarme Which he Liue apou and also to William Hobes Land"; and they reported that they had "don it." This was called the highway that leads to Topsfield, in 1696; the highway or "causy" which is made over the brook, in 1698; and the highway that leads from Topsfield to Middleton, in 1767. March 5, 1705-6, the town of Topsfield voted "to free all y^e Inhabitants on y^e Southwest Side of Nicholls Brook from highway worke on y^e

North East Side of said Brook for this year provided they Maintain the Bridge over s^d Nichollses Brook: and the rest of the highways and Bridges on that side of s^d Nichollses Brook." The path from John Nichols' (now known as Ferncroft) westerly, connecting with the ancient road to the Indian bridge over Ipswich river, had been a cartway for many years; but was not laid out until 1708, according to the following record:—

Wee whose Names are under written being appointed by y^e Selectmen to lay out a highway from the Bridge over y^e River by Edward Putnams to John Nickolsis and from thence to Thomas Robinsons; accordingly we have lay'd out y^e said way from: Thomas Robinsons as the Cart way now goes to John Nickolsis house; and from John Nickolsis House as y^e way now goes along by John Burtons House; and so along as the Cartway now goes: half the way to be vpon the Land of Mr Cheeversis: and halfe s^d way upon y^e Land of Thomas Robinsons till it comes so far as the way goes upon their Land: and so along as the way now goes to Phillip Knights House; and so on as the Cartway now goes till it comes to y^e River by or beyond Edward Putnam's House.

SAMUEL STANLEY
JOSEPH TOWN

Dat 3 March 1707 or 8

This was called the highway in 1757; the road that leads to one Foster's house, in 1789; and the road that leads to the dwelling house of Philip Knight, in 1789; the town road, in 1805; a town way, in 1809; and the lane, in 1837.

Nichols street was called the highway, in 1708; the road, in 1748; the king's highway, in 1766; the old county road, in 1808; the county road, in 1842; and Nichols street as early as 1882.

The road leading from William Hobbs' house northerly to Ipswich river was a path before March 12, 1716-7, when it was laid out as a town road. The following is the record of its laying out:—

We whose Names are under written being Chosen and Impowered by the Select Men to lay out a Highway from Paul Averells Land to the Road by Ebenezer Nickolses House, accordingly haue done it, begining at Paul Averells Land; and have layd it out two Rods wide all the way keeping the olde plain Path till we come a Cross the Plane in John Cumings Land: and then turning to the right Hand as the Way is now lay'd out, till we come to Corp Joseph Towns Land and from the uper Side of the Way in Corp^{ll} Joseph Towns Land; the two Rods being allow'd on the North & North East Side of the Way, till we come to Mr Peabodys Land: and as the Road is

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lay'd out, till we come to William Hobbes Land; and as the Road is lay'd out till we come to Thomas Robinsons Land; and as the Road is till we come in to the olde Road.

THOMAS ROBINSON
JOSEPH KNIGHT
ELISHA PERKINS

Dated y^e 12th of march 171⁹

This road was called the highway, in 1731; Salem road, in 1736; a road that leads to Paul Averill's, in 1739, road by Benjamin Peabody's house, in 1790; the county road from Boxford, in 1798; and the road leading from Middleton to Boxford, in 1848.

What is now East street was an early path. In 1724, it was described as the path that goeth over the run; the highway, in 1758; and the county road, in 1817.

The Newburyport and Boston turnpike is shown on the plan by parallel dotted lines. It was located in 1803 and constructed in 1804. It was called the Newburyport turnpike, in 1804; the turnpike, in 1806; and Newbury street as early as 1882.

That part of this territory lying between the Endecott lot on the north and the Putnam and Hobbs lots on the south, and Ipswich river on the west, and near Nichols brook on the east, was the second division of common lands in Topsfield. The town of Topsfield, Nov. 13, 1668, voted that "ffrances pebody John Gould John Wilds Thomas Baker and Edmon Townes are Chosen thay or ye Maior part of them to Lay out and deuide the Common on Salam side of the Riuer all that Which is to be deuided notwithstanding any former Chouse or Towne order according to the Towne order made in the yeare 1664." This land was in two parcels, one of which, known as the second division, was this tract, "bounded with Mr Endickat Land Twowards ye North and Twowards ye West with ye Riuer Commonly Caled Ipswich Riuer and Twowards ye south with Land that Lliut Thomas Putnam Layes Clame to & Land of William Hobes and easterly with y^e Land of ffarmer porter & William Hobes his Land." The first four named on the committee reported in March, 1668-9, that "The seckond deuision being that wee Cale Stickey medoe beging mr endickat ffarme vp to that Land as Lliut Thomas putnam Layes Clame the

Lotts butting apon farmer porter Land and soe ruing to ye Riuer Caled Ipswich Riuer wesword there is ffiutey five of these Lots Laid out five rod and a halfe broad these ffiutey five Lots but one ffarmer porter Land being at five rod and a halfe broad at that end and at y^e Riuer fouer rod an a halfe broad is fouer Lots more that dos but apon William Hobes is Land and at Will: Hobes Land thay are seuteene rod an a halfe broad so Ruiing vp to Lliut Thomas putnam line."

John Dale House. This land and the John Martin lot belonged to Job Swinnerton in 1660. He died April 11, 1689; and this land probably descended to his son Dr. John Swinnerton of Salem, who died in the spring of 1691. His widow and executrix, Hannah Swinnerton, conveyed it to John Martin and John Deale, both of Salem, March 20, 1693.* These grantees divided the land, John Dale receiving this part, Dec. 23, 1695.† Mr. Dale built a house upon the lot; and lived there. For love, he conveyed to his son John Deal the house, barn and land adjoining June 22, 1730.‡ The title then descended to the latter's son Archelaus Dale of Danvers, gentleman. The house was apparently gone when Archelaus Dale conveyed the land to George Wyatt in 1766.§

John Martin House. This land and the John Dale lot belonged to Job Swinnerton in 1660. He died April 11, 1689, at the age of eighty-eight; and this lot probably descended to his son Dr. John Swinnerton of Salem, who died in the spring of 1691. His widow and executrix of his will, Hannah Swinnerton, conveyed it to John Martin and John Deale, both of Salem, yeomen, March 20, 1693.* These grantees divided the land, John Martin receiving this part, Dec. 23, 1695.† Mr. Martin built a house on his portion and owned it until Feb. 10, 1708-9, when he conveyed the dwelling house, barn and the southern portion of the land to Thomas Kenney of Salem, weaver.||

*Essex Registry of Deeds, book 14, leaf 195.

†Essex Registry of Deeds, book 11, leaf 82.

‡Essex Registry of Deeds, book 53, leaf 274.

§Essex Registry of Deeds, book 121, leaf 255.

||Essex Registry of Deeds, book 23, leaf 188.

Mr. Kenney apparently sold the estate to John Dale a few years later. John Dale of Salem, housewright, for love, conveyed one-fourth of the dwelling house, barn and farm to his son Archelaus Dale of Salem Oct. 20, 1742.* The other three-fourths he conveyed, for love, to Elijah Porter of Topsfield, yeoman, for the use of the grantor during his life and then absolutely to his son Ebenezer Dale, Dec. 25, 1754.† Ebenezer Dale of Danvers, yeoman, conveyed the three-fourths interest in the place to John Dale of Danvers, yeoman, Oct. 11, 1758;‡ and the next day John Dale conveyed it to Archelaus Dale of Danvers, yeoman, who owned the other fourth interest.§ John Dale died April 13, 1763, at the age of seventy-seven; and Archelaus Dale died Feb. 27, 1797, aged seventy-seven. The house disappeared at about the latter date.

Henry Kenney House. This lot of sixty acres of land consisted of three twenty-acre lots, which were granted by the town of Salem to Thomas Rootes, sr., of Salem, to his mother widow Mason and to his brother Richard, respectively. In consideration of love, Thomas Roots conveyed the sixty acres, with the house and barn thereon, to Thomas Roots, son of his brother Josiah, June 20, 1655.|| Without appreciating the fact that this estate was conveyed to his son instead of himself, Josiah Roots of Salem, planter, conveyed it to Henry Keny of Salem, planter, Feb. 26, 1660-1.¶ Thomas Rootes claimed that

*Essex Registry of Deeds, book 84, leaf 151.

†Essex Registry of Deeds, book 103, leaf 110.

‡Essex Registry of Deeds, book 110, leaf 85.

§Essex Registry of Deeds, book 110, leaf 86.

||Essex Registry of Deeds, book 6, leaf 90.

¶Essex Registry of Deeds, book 2, leaf 23.

Robert Prince of Salem conveyed to Henry Keny, sr., of Salem six acres of meadow in Salem amongst the farms, bounded "upon y^e northeast bordering upon y^e upland, & bounded with a great old tree upon y^e southwest, with an iland having an old tree upon it being betweene y^e land of y^e sd Henry Kenny & Corporall John Putnam, being bounded alsoe upon the southwest with a brooke runninge betweene y^e land of y^e sd Henry Kenny & John Putnam's meddow, & lastly being bounded upon y^e southeast with y^e meddow of y^e sd Robert Prince, & upon the northwest with y^e upland," Nov. 19, 1668.—*Essex Registry of Deeds, book 6, leaf 55.*

Henry Keney of Salem, husbandman, for love, conveyed to his son Thomas Keney ten acres of land adjoining to the grantee's "house, to begin from Swinertons bounds, & soe upon a strait line through the middle of my fower acres of land below my barne,

Mr. Kenney had no title to twenty acres of the land included in the deed from his father Josiah Rootes to Mr. Kenney, being the eastern side of the lot, because the deed from his uncle Thomas Rootes ran to himself and not to his father ; and he recovered it of Mr. Kenney on execution Oct. 17, 1683.* Thomas Rootes subsequently released it to Mr. Kenney.†

The house was burned in the summer of 1696, as appears by the following extract from the Topsfield church records :—

Sept^r 6, 1696. There was a Contribution for goodman Kenney y^t lost his house & goods by fire. There was gathered 2—16—06.

He built another house, and conveyed the estate, for love, to his son Henry Kenney, jr., of Salem, yeoman, Feb. 10, 1696-7.‡ The father continued to dwell there, however. The place came into the possession of Samuel Cheever, who died before April 13, 1750, when his daughter Mary Cheever of Salem, spinster, conveyed her interest in his estate to Israel Cheever of Salem, cordwainer.§ For four hundred dollars, he conveyed the buildings and ten acres of land to his son Israel Cheever, jr., of Danvers, husbandman, Jan. 30, 1798 ;|| and this grantee conveyed the same property to Andrew Nichols of Danvers, esquire, Feb. 13, 1801.¶

The Newburyport and Boston turnpike road was located here in 1803, and this house was within the location. In the summer of 1804 it was removed westerly, just without the location of the turnpike.

Mr. Nichols conveyed the house and land to John Nichols of Danvers, husbandman, July 29, 1806 ;** and

& soe to a falen tree on y^e other side of y^e sd feild, & soe from thence to a mark't white oake tree, betwixt my sd sonn Thomas & me Henry Keney, & from that white oake on a strait line to y^e abouesd Swinertons bounds"; if he leave no children by the name of Kenney then it was to go to his nearest of kin of that name, in which it is to continue, Sept. 25, 1679.—*Essex Registry of Deeds, book 5, leaf 67.*

*Ipswich Registry of Deeds, book 5, page 217.

†Essex Registry of Deeds, book 13, leaf 1.

‡Essex Registry of Deeds, book 12, leaf 158.

§Essex Registry of Deeds, book 95, leaf 140.

||Essex Registry of Deeds, book 164, leaf 133.

¶Essex Registry of Deeds, book 168, leaf 188.

**Essex Registry of Deeds, book 198, leaf 283.

this grantee, for four hundred and fifty dollars, conveyed the land and buildings thereon to Albert W. Quimby of Danvers, yeoman, Oct. 19, 1849.* Mr. Quimby reconveyed it to Mr. Nichols, for six hundred dollars, Jan. 27, 1851;† and Mr. Nichols conveyed it to John Daily of Danvers, laborer, July 16, 1852.‡ After living in the old house two or three years, Mr. Daily took it down.

Eleazer Putnam House. This lot of land belonged to John Putnam in 1660; and the house and land to Capt. John Putnam, sr., Jan. 26, 1695-6, when, for love, he conveyed to his son Eleazer Putnam of Salem the land and "our house where Eleazer now dwells."§ The son, Dea. Eleazer Putnam of Salem, yeoman, died here in the spring of 1733, having devised his real estate to his sons Samuel and Henry. The housing and lands, containing in all about one hundred and thirty acres, were then valued at two thousand pounds. The son Henry Putnam of Danvers, gentleman, became the owner of the buildings and fifty-nine acres and thirty rods of land adjoining; and conveyed the same, for five hundred and five pounds, to Stephen Putnam of Danvers, yeoman, April 24, 1753.|| Mr. Putnam died in the spring of 1772, having devised his real estate to his sons Phineas, Aaron and Stephen. The son Stephen Putnam of Danvers, yeoman, became the owner of the estate, and conveyed to his son Joseph Putnam, 3d, of Danvers, yeoman, a part of "the home farm, where I now live, with the buildings thereon"; and

*Essex Registry of Deeds, book 428, leaf 164.

†Essex Registry of Deeds, book 440, leaf 190.

‡Essex Registry of Deeds, book 463, leaf 291.

There is a large oak tree standing by the side of Preston street, at the southwesterly corner of its junction with Newbury street (formerly the Newburyport and Boston turnpike), which is more than a century old. One Michael Martin, about 1825, was convicted of highway robbery in Chelsea, and sentenced to be executed therefor. While in the prison, awaiting execution, he confessed to a robbery in Portsmouth, N. H., and stated that he had buried the silver he had stolen under a small oak tree on the turnpike halfway between Newburyport and Boston, marking the tree with his initials. Officers went to this spot, found this tree with Martin's initials cut in it. They dug up the earth beneath it, but found nothing. For years afterward, occasionally, the neighbors heard people digging there in the nighttime.—*Andrew Nichols.*

§Essex Registry of Deeds, book 15, leaf 159.

||Essex Registry of Deeds, book 115, leaf 271.

the remainder of it to him Jan. 17, 1816.* Joseph Putnam died Nov. 8, 1853, having devised his real estate to his grandsons Charles Putnam Preston and Joseph Augustus Preston, after the decease of the testator's wife Fanny and their daughter Clarissa P. Preston, mother of said grandsons. Clarissa P. Preston was the wife of John Preston, and about 1855 they took the old house down.

Ezekiel Cheever House. The selectmen of Salem granted this lot to John Putnam, jr., Feb. 26, 1654-5; and Lt. John Putnam of Salem, yeoman, conveyed it to Capt. Thomas Lathrop of Salem June 22, 1669.† Captain Lathrop removed to Beverly, and was ambushed and massacred by the Indians, with his military company, "The Flower of Essex," at South Deerfield, Sept. 18, 1675. He died childless, and his only heir was his sister Ellen (or Eleanor), wife of Ezekiel Cheever of Boston, the famous schoolmaster. By the general court, the real estate was assigned to Captain Lathrop's widow Bethiah for her life, and at her death to his sister, Mrs. Cheever, May 19, 1680; and, Nov. 30, 1680, Mrs. Lathrop, who had married Joseph Grafton of Salem, mariner, released her interest in the estate to Mrs. Cheever and her children.‡ Mr. Ezekiel Cheever of Boston, schoolmaster, and his wife Ellen, conveyed the land to their eldest son Ezekiel Cheever of Salem, tailor, May 31, 1697;§ and the grantee erected a dwelling house thereon. He lived here, and died in the autumn of 1731, having devised the land and buildings to his sons Samuel, Ebenezer and Benjamin. Ebenezer Cheever, cooper, and Benjamin Cheever, weaver, both of Salem, released their interest in the house and six acres of land around it to their brother Samuel Cheever of Salem, weaver, June 10, 1733.||

John Nichols owned this estate in 1788, and his son-in-law Levi Preston in 1805. The latter's son William Pres-

*Essex Registry of Deeds, book 209, leaf 40.

†Essex Registry of Deeds, book 5, leaf 113.

‡Copies of several papers in the settlement of the estate of Capt. Thomas Lathrop on file in the Massachusetts State Archives, in the State House at Boston, are printed in the Historical Collections of the Essex Institute, volume 2, pages 131 and 177, and volume 3, page 65.

§Essex Registry of Deeds, book 18, leaf 106.

||Essex Registry of Deeds, book 63, leaf 119.

ton of Danvers, yeoman, next owned it and died about 1850. Sylvanus B. Swan of Danvers, yeoman, administrator of his estate, conveyed it to Benjamin Newhall of Salem, gentleman, at auction, April 29, 1852;* and Mr. Newhall conveyed it to Lucretia D. Massey (wife of Stephen D. Massey) of Boston, merchant, July 11, 1864.† Mr. Massey took the old house down.

Thomas Cheever Lot. This lot of forty acres of land was granted to Richard Greaves by the selectmen of Salem Feb. 26, 1654-5; and he conveyed it to Lt. John Putnam of Salem, yeoman, May 12, 1655.‡ Mr. Putnam conveyed it to Thomas Cheever of Malden Nov. 29, 1682;§ and it belonged to Mr. Cheever in 1700.

Thomas Cummings House. This lot of land was the southern end of the farm that belonged to John Ruck of Salem in 1644, and conveyed by him to his sons John Ruck and Thomas Ruck, in consideration of love, Dec. 8, 1660.|| John Ruck conveyed it to Thomas Cave "of or near Salem," husbandman, and Philip Knight.

"Thomas Cave, living neere the outside of the bounds of Salem, neere to y^e outside bounds of Topsfield, planter," for seventeen pounds, conveyed that part of this lot lying southwesterly of the road to Peter Prescott of Salem, planter (this deed was not dated, but was acknowledged March 20, 1677-8);¶ and Mr. Prescott built a house thereon, in which he lived.

That part of the lot lying northeasterly of the road belonged to Philip Knight in 1678; and was conveyed by him to Ruth Knight, widow and administratrix of the estate of Jonathan Knight, deceased, March 19, 1684.** Jonathan Knight of Concord, carpenter, conveyed it to Isaac Burton of Topsfield, yeoman, Sept. 11, 1693;†† and Mr. Burton, for four pounds, conveyed it to Mr. Prescott April 3, 1696.‡‡

*Essex Registry of Deeds, book 460, leaf 37.

†Essex Registry of Deeds, book 671, leaf 85.

‡Essex Registry of Deeds, book 1, leaf 27.

§Essex Registry of Deeds, book 6, leaf 112.

||Essex Registry of Deeds, book 2, leaf 4.

¶Essex Registry of Deeds, book 5, leaf 60.

**Essex Registry of Deeds, book 6, leaf 114.

††Essex Registry of Deeds, book 9, leaf 207.

‡‡Essex Registry of Deeds, book 11, leaf 192.

For fifty-three pounds, Mr. Prescott conveyed the land and "house I now live in" to Thomas Cummings of Topsfield, weaver, Jan. 21, 1696-7.* The house was probably gone before 1722, as Mr. Cummings had removed to Boxford before 1713, and conveyed the land, no buildings being mentioned in the deed, in 1722.†

Jonathan Knight Lot. This lot of land was part of the land of John Ruck, who owned it as early as 1644, and conveyed it to Philip Knight and Thomas Cave "of or near to Salem," husbandmen. The latter conveyed it to Jonathan Knight of Salem, husbandman, Dec. 3, 1673.‡ Jonathan Knight died Jan. 17, 1683, intestate; and at the desire of the widow and administratrix of the deceased, Ruth Knight, the court assigned this lot to his son Jonathan Knight June 24, 1684. Jonathan Knight lived in Salem Village; and owned the lot in 1700.

Isaac Burton Lot. This was part of the lot of John Ruck of Salem, which he owned as early as 1644, and conveyed to his sons John and Thomas Ruck Dec. 8, 1660.§ John Ruck conveyed it to Thomas Cave and Philip Knight before Dec. 3, 1673; and Philip Knight of Topsfield, husbandman, conveyed it to Ruth Knight, widow and administratrix of the estate of Jonathan Knight of Salem Village, deceased, March 19, 1684.|| Jonathan Knight of Concord, carpenter, probably son of the deceased, conveyed it to Isaac Burton of Topsfield, joiner, Sept. 11, 1693;¶ and Mr. Burton owned it in 1700.

Thomas Cave House. This land was part of the farm of John Ruck, which he owned as early as 1644, and sold to Thomas Cave and Philip Knight in or before 1673. Mr. Cave became its sole owner, and died possessed of it in the summer of 1708. In his will, he devised all his land, house and barn to his son Thomas Cave, except that his widow was to have "that end of the house that John Putnam built" before 1704. The son Thomas Cave possessed the estate as long as he lived. It then went to

*Essex Registry of Deeds, book 11, leaf 193.

†Essex Registry of Deeds, book 40, leaf 262.

‡Essex Registry of Deeds, book 6, leaf 115.

§Essex Registry of Deeds, book 2, leaf 4.

||Essex Registry of Deeds, book 6, leaf 114.

¶Essex Registry of Deeds, book 9, leaf 207.

his son Thomas Cave, who lived here, being a yeoman. He died in the summer of 1789, having devised the place to his son Amos Cave. The home farm of about one hundred acres of land, with the buildings thereon, were then valued at four hundred pounds. Amos Cave was a yeoman, and lived here. He probably removed the old house about 1804.

Philip Knight House. This land belonged to John Ruck as early as 1644, and he conveyed it to his sons John and Thomas Ruck Dec. 8, 1660.* John Ruck conveyed it to Thomas Cave and Philip Knight about 1673. Mr. Knight built a house upon this lot at about that time and lived in it. Nov. 4, 1692, he conveyed to his son Philip Knight one-half of his new orchard east of his house;† and it belonged to the estate of the son Philip in 1700. Philip Knight, the father, lived here as late as 1722; and died before 1751. The estate descended to his sons Joseph and Benjamin Knight. They made a division of the property May 21, 1751, and this part was assigned to Joseph Knight.‡ Lt. Joseph Knight died of old age March 9, 1767. Philip Knight of Middleton, yeoman, probably son of Joseph, owned this house, barn and ninety acres of land in 1788; and conveyed the land with the house and barn thereon to William Goodale of Danvers, gentleman, July 3, 1789.§ Mr. Goodale conveyed the same property to Amos Felton of Danvers, yeoman, Nov. 12, 1789.|| Mr. Felton removed to this farm, where he lived until April 10, 1805, when he conveyed the house, barn and land to Samuel Gould of Boxford, yeoman.¶ Mr. Gould removed to this farm, and probably removed the old house a few years later.

Estate of Philip Knight House. John Ruck owned this lot as early as 1644, and conveyed it to his sons John and Thomas Ruck Dec. 8, 1660.* John Ruck conveyed it to Thomas Cave and Philip Knight about 1673. Philip

*Essex Registry of Deeds, book 2, leaf 4.

†Essex Registry of Deeds, book 36, leaf 156.

‡Essex Registry of Deeds, book 158, leaf 280.

§Essex Registry of Deeds, book 150, leaf 114.

||Essex Registry of Deeds, book 152, leaf 87.

¶Essex Registry of Deeds, book 176, leaf 51.

Knight built a large two-story house on this lot apparently for his son Philip Knight upon the latter's marriage in 1692; and conveyed the land and house and one-half of the barn to him Nov. 4, 1692.* Philip Knight, the son, lived here; and died Aug. 19, 1696. The house and land descended to his daughters Rebecca and Elizabeth, both minors at that time. Rebecca married Nicholas Bayley in 1711, and lived in Middleton. Elizabeth Knight of Topsfield, singlewoman, conveyed her one-half interest in the estate, for twenty-five pounds, to her uncles Joseph and Benjamin Knight May 6, 1725.† Benjamin Knight probably lived here in 1723. They divided the estate May 21, 1751, and this part was assigned to Benjamin Knight.‡ Mr. Knight died June 31 (*sic*), 1781. Jonathan Knight of Middleton, yeoman, probably son of Benjamin Knight, owned the estate in 1788; and conveyed it to Solomon Gould of Boxford, yeoman, Jan. 19, 1796.§ Solomon Gould removed to this farm; and later conveyed one-half interest in it to Nathaniel Gould of Middleton, yeoman. They made a division of it March 9, 1807, Solomon being assigned the easterly part of the land and house and Nathaniel the western half.|| A kitchen had been added to the old house. Solomon Gould removed to Salem, and conveyed to Nathaniel Gould of Middleton, yeoman, the eastern half of the house and land June 8, 1809.¶ Thus Nathaniel Gould became the sole owner of the estate. Mr. Gould died May 27, 1817. At this time the house had a porch in front in the middle of the house. The homestead farm of seventy-five acres of land with the buildings thereon was then valued at twenty-two hundred and fifty dollars. His heirs were his two children, Betsey P. Gould and Henry L. Gould. Betsey married Amos Batchelder of Middleton, esquire, and she and her husband released to her brother her one-half interest in the land and buildings March 23, 1822.** Henry

*Essex Registry of Deeds, book 36, leaf 156.

†Essex Registry of Deeds, book 45, leaf 160.

‡Essex Registry of Deeds, book 158, leaf 280.

§Essex Registry of Deeds, book 160, leaf 208.

||Essex Registry of Deeds, book 181, leaf 85.

¶Essex Registry of Deeds, book 186, leaf 152.

**Essex Registry of Deeds, book 209, leaf 162.

L. Gould of Middleton, yeoman, conveyed the same to Asa How of Middleton, esquire, Dec. 11, 1824;* and Mr. How died Feb. 13, 1826, having devised the place to his sons Benjamin and Mark. There was a division of the real estate, and Mark How became the owner of this part. Mr. How, then of Danvers, yeoman, for twenty-four hundred dollars, conveyed the farm of about one hundred acres and the buildings to Jonathan Perry of Middleton, yeoman, April 1, 1837.† Mr. Perry lived here until 1872, when the house was destroyed by fire.

Edward Putnam Lot. This lot was included in the grants by the selectmen of Salem of one hundred acres to Walter Price May 30, 1649, and of forty acres to Thomas Cole Dec. 17, 1649. Both of the grantees lived in Salem, Mr. Price being a merchant, and sold their grants to Thomas Putnam and Nathaniel Putnam, both of Salem, March 3, 1652-3.‡ A deed of the same was not given until Feb. 7, 1658-9.§ These grantees divided the property, Thomas receiving this portion. For love, Thomas Putnam, sr., of Salem, conveyed it to his son Edward Putnam Jan. 2, 1685;|| and the grantee owned it in 1700.

Eleazer Putnam Lot. This lot was included in the grants by the selectmen of Salem of one hundred acres to Walter Price May 30, 1649, and of forty acres to Thomas Cole Dec. 17, 1649. Both of these grantees lived in Salem, Mr. Price being a merchant, and sold their grants to Thomas Putnam and Nathaniel Putnam, both of Salem, March 3, 1652-3.‡ A deed of the same was not given until Feb. 7, 1658-9.§ These grantees divided the property, Thomas receiving this portion, which he conveyed to his son Thomas Putnam, jr., Jan. 2, 1685;¶ and Thomas Putnam of Salem Village, yeoman, for eighteen pounds, conveyed it to Eleazer Putnam of ye Village, yeoman, May 1, 1696.** It belonged to Eleazer Putnam in 1700.

*Essex Registry of Deeds, book 236, leaf 168.

†Essex Registry of Deeds, book 300, leaf 114.

‡Essex Registry of Deeds, book 1, leaf 17.

§Essex Registry of Deeds, book 1, leaf 54.

||Essex Registry of Deeds, book 7, leaf 80.

¶Essex Registry of Deeds, book 7, leaf 68.

**Essex Registry of Deeds, book 15, leaf 158.

Estate of Thomas Putnam Lot. This lot was included in the grants made by the selectmen of Salem of one hundred acres to Walter Price May 30, 1649, and of forty acres to Thomas Cole Dec. 17, 1649. Both of the grantees lived in Salem, Mr. Price being a merchant, and sold their grants to Thomas Putnam and Nathaniel Putnam, both of Salem, March 3, 1652-3.* A deed of the same was not given until Feb. 7, 1658-9.† These grantees divided the property, Thomas receiving this portion, and Thomas Putnam, sr., of Salem, conveyed it to his son Thomas Putnam, jr., Jan. 2, 1685.‡ The grantee died in 1697, and his estate owned the lot in 1700.

Humphrey Case House. This was a part of the land granted to Henry Bartholomew by the town of Salem Aug. 10, 1642, and conveyed by him to William Nichols in 1651. Mr. Nichols conveyed it to his son John Nichols Jan. 6, 1678; and John Nichols conveyed it to his son-in-law Humphrey Case about the time of his marriage, which occurred Jan. 11, 1698-9. Mr. Case built a house upon it, which faced to the south, and lived here. He died in 1742, and his son Ebenezer Case of Salem, yeoman, for three hundred and twenty pounds, conveyed his interest in his father's real estate to his (Ebenezer's) brother John Case of Salem, husbandman, alias blacksmith, April 20, 1742.§ John Case lived here and pursued his trade of a blacksmith until his death in the winter of 1766-7. The house and lot were assigned by the court to his son Amos Case of Sutton, housewright, Aug. 30, 1768; and Amos Case conveyed the same estate to Joseph Brown of Danvers, yeoman, for seventy-eight pounds and six shillings, Sept. 1, 1768.|| How much longer the house stood is unknown to the writer.

John Nichols House. This tract of land included the hundred acres of upland and ten acres of meadow which were granted by the town of Salem to Henry Bartholomew Aug. 10, 1642, to be laid out "a little beyond Mr. Bishops land." In 1651, Mr. Bartholomew conveyed it

*Essex Registry of Deeds, book 1, leaf 17.

†Essex Registry of Deeds, book 1, leaf 54.

‡Essex Registry of Deeds, book 7, leaf 68.

§Essex Registry of Deeds, book 117, leaf 240.

||Essex Registry of Deeds, book 134, leaf 210.

to William Nichols, who built a house thereon. He lived here, being a husbandman, and died in the winter of 1695-6, at the age of ninety-six. He had conveyed to his son John Nichols and the latter's wife Lydia his farm "I now live on," Jan. 6, 1678.* In this deed the father reserved a life estate to himself. The relations between father and son during the eighteen years that the father lived after the deed was made are referred to in a protest to the court, by the husbands of the daughters of the deceased, against appointing the son as administrator of the father's estate, as follows: "wee pray that our Brother John Nickolls may haue nothing to do with our estate: haueing proued so Deceitfull all along to his own ffather and also to us, who by fair pretences and solem promisses gott his ffathers estate away from him: But when once he had gott it he did most ill Requite him in his old age: performeing non of the promiffes he had mad unto him that had it not been for some of his good neighbors that came to vissitt him he would haue dyed Long before now for want of sucker and when by their means he againe Renewed promises to him in writing under his hand: yett by one means or other he had gotten the same againe into his own hands all which has made his Agged ffather to ffill the Heavens with his cries and part of the earth with his Lamentations: that he should be such a fool to giue away his estate to such a disingenious son that did so il Requite him: that so att Last brought down the gray hairs of his and our father with sorow to his grave." John Nichols died in the autumn of 1700, having in his will devised the estate to his four sons William, John, Thomas and Ebenezer. The son Ebenezer Nichols apparently lived here in 1716 and for a number of years afterward. He probably built the addition to the eastern end of the house and lived therein. The son William Nichols became possessed of the place; and died in the summer of 1757. The estate then consisted of forty-three acres of land and the buildings, which were valued at one hundred and ninety-six pounds and thirteen shillings. The estate was divided March 26, 1759; the east

*Essex Registry of Deeds, book 5, leaf 56.



JOHN NICHOLS HOUSE
(Ferncroft)

half of the then house was assigned to the representatives of the deceased son John Nichols and the western part of the house and land about it to the son James Nichols. The western end was the old part of the house, probably. The eastern end was in existence in 1765. James Nichols of Middleton conveyed to Bimsley Peabody of Middleton, husbandman, the western part of the house and land March 29, 1759;* and this part of the house was apparently gone in 1765, when Mr. Peabody conveyed the land on which it had stood.†

John Nichols House. This tract of land included a part of the one hundred acres of upland and ten acres of meadow which were granted by the town of Salem to Henry Bartholmew Aug. 10, 1642, and conveyed by him to William Nichols in 1651. Mr. Nichols conveyed it, including this lot, to his son John Nichols and the latter's wife Lydia Jan. 6, 1678.‡ John Nichols conveyed this lot to his son John Nichols and the latter's wife Constant, jointly and in entail, Jan. 28, 1696; and died four years later. Upon it Mr. Nichols built a house, in which he lived. The wife Constant died first and the husband died in the spring of 1757, leaving three children, Edward, John and Samuel. Edward Nichols became the owner of the estate; and he died about 1760. His children, Stephen Nichols, Benjamin Nichols, and Hannah, wife of Amos Curtis, all of Middleton, conveyed their interest in the estate to Samuel Nichols of Middleton Dec. 17, 1762.§ Samuel Nichols conveyed the land with the house to Capt. Israel Foster of Beverly, merchant, May 17, 1777;|| and Mr. Foster removed to Marblehead, where he was also a merchant. In 1788 and in 1805 the farm was occupied by Isaac Giddings. Captain Foster conveyed the house, barn and land to Daniel Porter of Topsfield, tanner, Dec. 30, 1805.|| Mr. Porter subsequently became a yeoman, but probably never lived here, and at the time of his death his son Allen Porter was living here and probably had been for several years. Daniel Porter died

*Essex Registry of Deeds, book 105, leaf 269.

†Essex Registry of Deeds, book 113, leaf 122.

‡Norfolk Registry of Deeds, book 4, leaf 93.

§Essex Registry of Deeds, book 115, leaf 224.

||Essex Registry of Deeds, book 177, leaf 116.

Jan. 28, 1831; and his sons Allen Porter of Middleton, yeoman, and Ira Porter of Topsfield, yeoman, as the executors of his will, conveyed the estate to George Towne of Danvers, yeoman, April 26, 1831;* and on the same day Mr. Towne reconveyed the estate to Allen Porter and his wife Pamela.* The farm then contained one hundred and forty-three acres. Allen Porter continued to dwell in this house until Nov. 30, 1838, when he conveyed the farm to Jeremiah Augustus Estey of Middleton, yeoman.† Mr. Estey lived upon the premises until he conveyed them to Jonathan Perry of Danvers, gentleman, April 15, 1841.‡ Mr. Perry died Nov. 16, 1845; and the estate was released, March 24, 1847, to his son Edward A. Perry of Danvers, yeoman, by the other heirs of Mr. Perry, viz: Jonathan Perry of Middleton, yeoman, Mary H., wife of Warren Sheldon of Danvers, Benjamin W. Perry of Danvers, yeoman, Rebecca, wife of David Stiles, jr., of Middleton, Horatio Perry, James M. Perry and Henry Perry, all of Danvers, yeomen, and Harriet Perry of Danvers, singlewoman.§ Mr. Perry conveyed the estate to Daniel Peabody of Danvers, yeoman, April 1, 1847.¶ Mr. Peabody removed to this farm, and lived in the north-western part of the house.

Mr. Peabody conveyed the southeastern part of the house and land to Andrew Verry of Middleton, yeoman, June 26, 1849.¶ Mr. Verry removed to Danvers, and conveyed that part of the house and land to Aaron Jenkins of Middleton, husbandman, April 1, 1862.** Mr. Jenkins removed to Salem, and conveyed his part of the house and land to George M. Harris and Walter L. Harris, both of Salem, Feb. 6, 1880.†† Walter L. Harris conveyed his half interest to George M. Harris May 2, 1882.‡‡

*Essex Registry of Deeds, book 259, leaf 187.

†Essex Registry of Deeds, book 310, leaf 126.

‡Essex Registry of Deeds, book 324, leaf 164.

§Essex Registry of Deeds, book 381, leaf 44.

¶Essex Registry of Deeds, book 381, leaf 46.

¶Essex Registry of Deeds, book 413, leaf 248.

**Essex Registry of Deeds, book 637, leaf 9.

††Essex Registry of Deeds, book 1032, leaf 22.

‡‡Essex Registry of Deeds, book 1096, leaf 263.

Daniel Peabody, the owner of the northwestern part of the house and land, removed to Stoneham; and his part was sold on execution to James M. Perry of Danvers Aug. 2, 1870.* Mr. Perry reconveyed it to Mr. Peabody May 10, 1872;† and Mr. Peabody conveyed that part of the house and land to Sidney C. Bancroft, esquire, of Peabody, May 10, 1882.‡ Twelve days later, Mr. Bancroft conveyed the same portion to George M. Harris and Walter L. Harris, who owned the other part of the house and land.¶ George M. Harris conveyed his interest in the entire estate to Charlotte C. Harris of Salem, widow, Jan. 25, 1886;§ and she died April 27, 1900, intestate, leaving three children, Alphonso S. Harris, George M. Harris and Walter L. Harris. Alphonso lived in Boston and the others in Salem; and Alphonso and George released their interest in the estate to Walter Oct. 22, 1901.|| Walter L. Harris conveyed an undivided half interest in the estate to Henry K. Mansfield of Middleton June 16, 1905;¶ and while they owned it, May 11, 1906, the house was wholly destroyed by fire.

In 1892, Walter L. Harris transformed the house into a place of public entertainment, naming it "Ferncroft," and it was used as such at the time of the fire.

Isaac Burton House. This was a part of the land granted to Henry Bartholmew by the town of Salem August 10, 1642, and conveyed by him to William Nichols in 1651. Mr. Nichols of Topsfield, husbandman, conveyed that part of the lot lying northerly of the road to his "adopted son" Isaac Burton Jan. 4, 1678;** and the rest of the lot May 4, 1696.†† Mr. Burton erected a house upon the land, in which he lived, being a husbandman. He died May 3, 1706; and in his will he devised this estate to his sons John, Jacob and Henry, "or those that may survive." This house and barn were then ap-

*Essex Registry of Deeds, book 806, leaf 264.

†Essex Registry of Deeds, book 1081, leaf 253.

‡Essex Registry of Deeds, book 1081, leaf 254.

§Essex Registry of Deeds, book 1166, leaf 152.

||Essex Registry of Deeds, book 1664, page 47.

¶Essex Registry of Deeds, book 1793, page 568.

**Essex Registry of Deeds, book 6, leaf 115.

††Essex Registry of Deeds, book 15, leaf 160.

praised at thirty pounds, and the thirty acres of land at seventy-five pounds. The son Jacob Burton of Topsfield, singleman, for thirty-five pounds, released to his brother John Burton of Topsfield his interest in the estate Nov. 16, 1709;* and their brother Henry Burton of Topsfield, mason, released to his brother John Burton of Topsfield, carpenter, all rights he had by the will of his father, April 8, 1714.† John Burton lived in this house, being a yeoman; and died in the winter of 1752, having devised to his sons John and Samuel that part of the house that the deceased died seized of and the barn and land. The buildings and land were then valued at two hundred and five pounds. The house, probably, had an addition built by one of his children. Samuel Burton of Middleton, yeoman, conveyed to Samuel Nichols of Middleton, yeoman, the house, barn and land adjoining, May 3, 1757;‡ and Mr. Nichols conveyed it to Capt. Israel Foster of Beverly, merchant, May 17, 1777.§ The house was apparently gone before 1805, when Mr. Foster sold the place.||

John Nichols Lot. This lot was a part of the homestead of William Nichols of Topsfield, husbandman, who, for love, conveyed it to his "adopted" son Isaac Burton, providing that if the grantee die without issue the title should revert to the grantor's son John and his heirs, Jan. 4, 1678-9.¶ Mr. Burton, then of Topsfield, husbandman, released it to John Nichols of Topsfield, carpenter, son of William Nichols' son John Nichols, but the deed being lost a new deed was given Jan. 24, 1696-7.** John Nichols, the father, of Topsfield, yeoman, and wife Lydia, for love, released it to their son John Nichols of Topsfield, carpenter, May 30, 1698.†† It belonged to the son John Nichols in 1700.

John Robinson Lot. This lot of land was probably a portion of the lot which William Robinson, tailor, con-

*Essex Registry of Deeds, book 21, leaf 146.

†Essex Registry of Deeds, book 28, leaf 12.

‡Essex Registry of Deeds, book 110, leaf 65.

§Essex Registry of Deeds, book 135, leaf 68.

||Essex Registry of Deeds, book 177, leaf 116.

¶Essex Registry of Deeds, book 6, leaf 115.

**Essex Registry of Deeds, book 17, leaf 128.

††Essex Registry of Deeds, book 44, leaf 24.

veyed to Richard Richards of Salem and William Hobbs of Lynn Jan. 1, 1660.* Mr. Richards died in the spring of 1678. This was the property of John Robinson in 1678 and 1700.

William Hobbs House. This lot was the property of Thomas Putnam in 1660, and of William Hobbs, with the house thereon, in 1668. For love, Mr. Hobbs made a will in which he devised to his son William his homestead, with the house, barn and orchard, and before the death of Mr. Hobbs his son William made a will the day before he died, devising it to his son Joseph. William Hobbs, sr., then revoked his will, and conveyed the homestead by deed to his grandson William Hobbs, in Joseph's stead, March 11, 1717-8. The grantee was under age, and his mother Mary was given possession of the estate until the boy became of age, the income to be for their support and the support of the grantor.† The house was gone before 1743, when William Hobbs had removed to Sowhegan-west, in New Hampshire.

Edward Putnam Lot. This lot probably included a part of the one hundred and forty acres of land that was granted by the selectmen of Salem to Walter Price and Thomas Cole in 1649. The selectmen of Salem "Granted to John Swasey 40 acres of land to be laid out near Henrie Bartholmew his ffarme" Feb. 13, 1651-2; and this was the northern portion of this lot. Mr. Swasey sold it to Jeffrie Massy of Salem, planter, June 30, 1653; and Mr. Massey conveyed it to Thomas Putnam of Salem, husbandman, Jan. 31, 1658.‡ Mr. Putnam died May 5, 1686, and the title descended to his son Edward Putnam, who owned it in 1700.

*Essex Registry of Deeds, book 2, leaf 8.

†Essex Registry of Deeds, book 36, leaf 94.

‡Essex Registry of Deeds, book 1, leaf 50.

At the angle in the northern line of this lot were three ash trees, concerning which Capt. John Putnam, sr., of Salem, aged about eighty-two, and William Hobbs, sr., of Topsfield, aged about sixty-six, testified "that wee were present with Lieut Thomas Putnam Sen of Salem and Lieut ffancis Peabody of Topsfield about y^e year 1676 & wee Saw & heard them on three afh Trees growing near together as out of one stump or root to be be a bound between them the Trees are Standing in a Swamp near a runne that runneth toward Ipswich riuer on y^e East Side of y^e riuer y^e Trees Stand not

William Richards Lot. This lot of land was a part of the grants made by the town of Salem to Walter Price May 30, 1649, to Thomas Cole Dec. 17, 1649, and to John Swasey Feb. 13, 1651-2. It was sold to Jeffrie Massey of Salem, planter, June 30, 1653; and Mr. Massey conveyed it to Thomas Putnam of Salem, husbandman, Jan. 31, 1658.* Mr. Putnam died May 5, 1686, and it belonged to William Richards in 1696 and 1700.

Mill Lot. This lot was a part of the forty acres of land granted by the selectmen of Salem to John Swasey Feb. 13, 1651-2. Mr. Swasey sold it to Jeffrie Massey of Salem, planter, June 30, 1653; and Mr. Massey conveyed it to Thomas Putnam of Salem, husbandman, Jan. 31, 1658.* Mr. Putnam died May 5, 1686; and the title descended to his son Thomas Putnam. Thomas Putnam of Salem Village, yeoman, for fifteen pounds, conveyed to Samuel Symonds, sr., of Boxford, John Town, Jacob Towne, jr., John Averill, Nathaniel Averill and Job Averill, all of Topsfield, owners of the new mill on Ipswich river, eight acres of upland, swamp and meadow on both sides of the river above the mill, June 4, 1696.† The land belonged to the same proprietors in 1700.

Isaac Peabody Lot. Lt. Francis Peabody owned this lot in 1685; and he died Feb. 19, 1697-8, having devised it to his son Isaac Peabody. It belonged to Isaac Peabody in 1700.

far off where y^e riuer Turns to y^e vpland near to y^e Cart way where Hobbs goes ouer y^e riuer to his meadow & So from the three af hes they haue another bound Eastward vpon the Top of an hill not far from Hobs house where had been a Tree marked but now fallen downe which they the Said putnam s^d Peabody then agreed & made an heap of Stones for a bound between them together with y^e three Afh Trees." Nathaniel Ingersoll of Salem, aged about seventy-six, and William Hobbs, sr., of Topsfield, aged about sixty-six, testified "that about y^e year 1652 or 53 that Leint Thomas Putnam Sen^r of Salem did fence & mow and Improve a meadow as his owne on both Sides of Ipswich riuer Commonly called by y^e name of Bare Hill meadow the meadow lyeth vp the riuer aboue y^e meadow formerly John Putnams sen^r at Salem but now in the hands of William Hobs of Topsfield," etc. Both depositions were sworn to by the deponents Aug. 3, 1709, before John Higginson and Stephen Sewall, justices of y^e peace quorum unus.—*Essex Registry of Deeds, book 21, leaf 106.*

*Essex Registry of Deeds, book 1, leaf 50.

†Essex Registry of Deeds, book 33, leaf 174.

Joseph Towne Lot. This lot belonged to Joseph Towne, sr., in 1697. Twenty acres of it, being "a parcel of land in y^e further division of lots on ye south side of Ipswich river in Topsfield," was conveyed to him (2d, of Topsfield) by John Nichols, sr., William Nichols and John Nichols, jr., all of Topsfield, for seventeen pounds, Jan. 28, 1696-7.* Mr. Towne owned the whole lot in 1700.

Daniel Redington Lot. This lot belonged to Daniel Redington, "living in Topsfield," in 1700.

John Cummings Lot. This lot belonged to John Cummings in 1700.

John Nichols Lot. This lot apparently belonged to John Nichols in 1700.

Zerubabel Endecott Lot. This lot of land was the south-westerly portion of the five hundred and fifty acres which was granted to Gov. John Endecott by the general court Nov. 5, 1639; and he died possessed of it March 15, 1665, having devised it in his will to his son Zerubabel Endecott. Dr. Zerubabel Endecott died in the winter of 1683-4, having devised it to his sons Zerubabel, Benjamin and Joseph. It belonged to Zerubabel Endecott of Topsfield, yeoman, in 1700.

*Essex Registry of Deeds, book 15, leaf 286.

A GENEALOGICAL-HISTORICAL VISITATION OF ANDOVER, MASS., IN THE YEAR 1863.

BY ALFRED POORE, M. D.

(Continued from Volume LIII, page 192.)

The children of Mr. and Mrs. Joseph W. Hastings : Theodore Kern, b. May, 1829, lives in California ; Joseph Warren, b. 1830, died unmarried soon after returning from California ; Martha Eliza and Henry Bacon, died unmarried ; Frank Jennings, clerk for the New England Glass Co., and was in the 44th Mass. Regiment ; Rebecca, b. about 1838, mar. Thomas Newcomb of Sandwich, and has daughter, Theodora ; Andrew, clerk in a coal office, lives in Cambridge ; Charles, died young.

Next comes the house of Thomas Clark. with two large elm trees in front. He came here from South Andover in 1849, and is a painter, the son of Ezra and Hannah (Chandler) Clark, born in West Andover June 27, 1807. His wife Sarah Ann is daughter of Samuel and Lydia (Noyes) Osgood, and was born in South Andover Nov. 14, 1811. Her grandfather was Samuel Osgood and his wife was Hannah Phelps. Mrs. Clark's mother was sister to Wadley Noyes on the Jacob Osgood place. Children : Thomas Henry, b. 1832, died young ; Eliza A., died young ; Abby Ann, b. 1837 ; Henry Newton, died young ; Sarah Francis, b. 1842 ; Jesse, b. 1844 ; Elizabeth O., died young ; Joseph O. b. 1848 ; Fred O., died young ; Emma Lizzie, b. 1855. Mr. Clark bought the place of John Ezra Abbott. Mr. Clark's grandfather was Thomas, who married widow Swan ; the latter's daughter married John Trow. Mr. Clark's father had Ezra, who resided in North Andover, and Zebadiah Chandler, who lived in Methuen, and after his father died, his mother married John Barnard and had John, lived in Bristol, R. I., Gilbert, who died in Andover, and Hannah, who lives with Gilbert's widow.

The James Abbott place was owned by Mr. Abbott's grandfather, James Holt, whose daughter Sarah married Barachias Abbott, and James married Mary, daughter of Isaac Foster of Greenfield, N. H. Children: Mary, died at home, unmarried; James, died in Tennessee, unmarried; Sarah, mar. Joshua, son of Solomon Holt, as his third wife; Hartwell Barachias, b. 1816, who resides east of her father's house; Dorcas, resides on the homestead; Phebe Elizabeth, unmarried, at home; Timothy, mar. Sarah Louisa, daughter of Capt. Samuel Endicott of Beverly, who died in 1862; Hannah, lives at home, unmarried. Timothy Abbott who lives here now, is the seventh of the name to occupy it. A part of the house is the original and is about two hundred years old. The house where Hartwell Barachias resides was built in 1855. There has been a gate about half a mile from this old house toward Abbott village since 1810.

After Abiel Abbott died, Charles Ballard, Horace Lewis, an Irishman named Cusick, Henry Symonds, and an Irishman named Moore have lived in his house. Hartwell Barachias' wife is Sarah Abbott, daughter of Jewett and Susan (Lovejoy) Jones, who was born in Andover south of the Seminary in 1817. Children: Lizzie Punchard, b. 1856; James Jewett, b. 1858; Mary Alice, b. 1860. Mrs. Abbott's grandfather Lovejoy's children were Mary Ann, married Benjamin Clement, whose son Moses resides on Abbott street, Andover, and a daughter who married Amos Gray. Dea. Eben Jones is brother to Mrs. Abbott's father, Jewett Jones.

Saw at Draper's, S. V. Spaulding, who says that Dea. Amos Spaulding of Centre Billerica and Rev. Mr. Spaulding of Newburyport are interested in a genealogy of the family. The road that passes B. Dane's was not travelled until about 1825. The gates were taken from Curve street about 1805, the first one being near the grindstone.

Jacob and Aaron Osgood probably were not near relation. Eben Lovejoy's house was built on Blanchard's Plain and Joshua Osgood lived in it and made nails there until about 1800, when he removed to Reading. Then Jeremiah Lovejoy, grandfather of Eben, bought it and moved it down here about 1803 for his son John. Others

who have lived here are Foster, Wiggins, Davis from Woburn, Jonathan Gleason, Silas Burns, and Capt. John Chase. Then Josiah, brother to Mr. Lovejoy, bought it and lived on it from 1829-32, and in January, 1832, Eben Lovejoy came here. He is son of Eben and Phebe (Russell) Lovejoy, born Feb., 1795, and married, first, Delina Lynch of Greenfield, an orphan, whose father was lost at sea and whose mother died when she was very young, and who died Sept., 1856, aged fifty-seven years; married, second, Sarah, daughter of John and Sarah (Trussell) Wardwell, who was born in Frye village in 1803, and whose first husband was Jeremiah Farnham. Mr. Lovejoy's children: Eben Francis, b. in his grandfather's house in 1819, and d. Boston, 1854, mar. Fanny McCallam of Nova Scotia, by whom he had Francis Worth, died young, Henry Jackson, b. Boston, 1846, Francis A., b. Dec., 1848, and a daughter, who died from accidentally taking laudanum; Delina Ann, b. 1821, mar. William Jones of Exeter, and lives at Ballardvale, having children, Francis, Emily, Etta and Ann Eliza; Mary E., died unmarried; Alfred Warren, b. 1825, mar. Emily Littlefield from Kennebunk, and lives in Chelsea, and has children, Albert Warren, b. Chelsea, 1851, Rosetta, b. 1853, Ella, b. 1856, and a daughter born May, 1863; Dorcas J., died young; Maria Jane, b. 1829, mar. Foster Wilson from Hudson and resides in Lowell, with children, Foster, b. 1854, Julia, b. 1858, Page W., died young, Stephen Albert, b. 1831, mar. Jane Fisher of Boston, and lives in Chelsea, with children, Jennie, b. 1858, and Minnie, b. 1860; Phebe A., d. unmarried; Dorcas B., died young; Sarah Emeline, b. 1838, mar. Aaron Noyes, 1860; Joseph Thompson, b. 1840, was in Co. H, 43d Mass. Regiment, and since 1861 has been in the file shop; Burella Esther, b. 1845.

Mrs. Lovejoy married, first, Jeremiah, son of Timothy and Susanna (Berry) Farnham, who was born in 1797 and died in 1848. He was blind sixteen years, having had his eye put out by blasting stone on the Lowell & Boston railroad. Children: Sarah Jane, b. 1828, mar. David Jameson on Curve street; Charles, b. 1829, mar. Emeline, daughter of Daniel and Martha (Gunn) Mason of Frye

village, a machinist, and resides in Lawrence ; Lydia A., b. 1831, d. 1852, mar. William, son of William Peabody, b. West Cambridge, a butcher, and has children, Fanny and Willie ; Orren Lewis, b. 1835, who is in Co. H, 14th Mass. Regiment ; Susan B., d. unmarried, aged twenty-one years ; Harriet, b. 1838, mar. George, son of Oliver Russell of Belmont, a painter, and lives in South Andover, and has son, George Oliver, b. May, 1862.

George Stone once resided in the first house on the old county road. who had children, Clarissa, Hubbard, Emily, Margaret, John.

Seth Chase says the place where he has been since November, 1862, is owned by the heirs of Richard Saunders, who died April, 1862, and his wife died three or four years before they came from Cambridgeport, in 1832. Mr. Saunders was an Englishman and eighty-eight years old. Mrs. Saunders was Sally Kneeland, cousin to John Kneeland, Esq., of Andover. Old Samuel Abbott probably bought the place of Joseph Dane, who removed to Wilton, N. H. John Kneeland, whose mother was sister to old Samuel Abbott, was in possession of this farm for about thirty or forty years and leased it, and Moses Dane took it on shares. Mr. Chase is grandson of Enoch and son of John and Anna (Cochran) Chase. She was a daughter of James Cochran, and was born in Andover, where Jameson, the butcher, now resides, in 1809. This place was owned by a Ballard in 1710, and Daniel Town, the carpenter, later owned it. He built the first bridge about 1800, but it was blown down before quite finished. Town sold it to Mr. Chase's grandfather Enoch about 1800. Enoch was born in West Newbury, where a Mr. Carr now lives, and married Sarah Sawyer of Belleville, Newburyport, and lived near Billerica mills, where he went to make shoes for the workmen on the Middlesex canal. Enoch and Sarah (Sawyer) Chase had : Sarah, who married John Carleton of Chelmsford ; Rebecca, mar. Parker Noyes of West Newbury, and have children, Jacob, Parker, and Elizabeth ; Seth, a seaman, died, unmarried, at Danvers ; Jacob, a seaman, was probably taken in the Algerine war and has not been heard from since ; Elizabeth, mar. Stephen C. Moore of Medford, and died

in Andover, leaving children, Eliza and Joshua; John, Mr. Chase's father, b. 1780; Joshua, a carpenter, settled in Boston, where he died, leaving one daughter, Anna; Eunice, mar. Henry, son of James Cochran, brother to John's wife, settled in Tewksbury, and had Henry, Elmira and Justin. John, Mr. Chase's father, was born in Leominster, but lived in Andover. Seth Chase married, first, Charlotte, daughter of Richard Saunders, who died in 1846; married, second, Mary, daughter of James and Helen (Moore) Spellman, born in Stoneham in 1824. Their children: Charlotte, b. Albany, N. Y., 1843; Susan Rebecca, died young; Marcus Morton, b. Williamsburg, N. Y., 1854; Georgianna, b. Newburg, N. Y., 1856; Thirza Brown, b. 1858; Lillie Frances, b. 1860.

Nathan Kimball Holt has lived in his house since Sept., 1860. The house was built by Hinckley, who formerly resided with Master William Foster, and formed an ell to the Saunders house, which was built about 1851. Mr. Hinckley bought it and removed it down on to the present spot. Mr. Holt is son of Darius and Chloe (Holt) Holt, and was born in Norway, Me., in 1810, and his wife Tryphena is daughter of Thatcher and Eliza (Greenough) Matthews, who was born in Portsmouth, N. H., in 1808. Children: Mary Jane, b. Scotland district in 1835, mar. Robert M. Carter, a cooper, and resides in Portland; George Franklin, b. Norway, Me., 1838, mar. Olive Jane, daughter of William and Eliza (Randall) Pettengill, who was born in Portland in 1840, and discharged from the United States Navy Sept. 14, 1863, and have child, Ella L., born Providence, R. I., 1860. They also have an adopted child named Robert Washington Holt, who was born in Norway in 1848, the son of Freeman Holt, Kimball's brother. Mr. Holt's grandfather was David Holt, and his mother was a daughter of Abiel Holt. Mrs. Holt's mother was daughter of James Greenough, born about 1790 in Portsmouth, N. H.

Next below on the same side of the street, northeast, is the residence of Chandler, son of Henry and Elizabeth (Dane) Dane, who was born in 1804 in the house where Clark resides and where all but one or two of the first

of his father's children were born. Mr. Dane's grandfather was Philemon Dane, who resided where Stratton lives. Chandler Dane's wife is Susan, daughter of Samuel and Abigail (Russell) Wallace, who was born in Boston in 1817, and they built this house in 1848. Children: George, b. in the Abiel Abbott house in 1840, where they lived from 1838 to '48, who is in Co. H, 14th Mass. Regiment; Herman, b. 1842, mar. Mary Jennie, b. Lowell, 1844, daughter of Charles H. and Mary M. Dane, the latter being a daughter of Henry Dane.

Next is where Miss Elizabeth Dane has resided since 1833, when the house was built. Here her father died in 1842 and her mother in 1832. Her father Moses Dane lived at the Saunders place from 1796 to 1832, with the exception of five years, when he resided in an old house on the site of her present one. Francis Dane probably owned the old Saunders house, and then Joseph, brother to Dea. John, owned it, but Amos Gilchrist was the last to occupy it. Dea. John Dane of the South Church resided where Stratton now does, and was great-grandfather to Miss Dane. Mary Elizabeth, daughter of Clark and Lydia Dane, her niece, has lived with her since 1845. She was born in West Andover in 1844.

Henry Goff has resided in his house since Sept. 17, 1861. James Davis built the house before 1833 on land that he had of James Abbott, but he died in 1829. His widow had a daughter Lucy Abbott, who married Henry Goff. Martha, daughter of Mark and Hannah (Reid) Pettigrew, b. Leeds, West Riding of Yorkshire, England, 1836, came to America with her parents when eight years old. Her father died in Andover, and her mother married George Rothwell, but she returned to Leeds in 1862. Mr. Goff is a painter. Henry and Lucy A. (Davis) Goff had: Henry, b. 1826; Lucinda, mar. first, Oliver Lyford, and second, William S. Chapman of Rutland, Vt., an engineer, and has a daughter Lucy Deborah, b. Rutland, Feb., 1862; Mary Ann, mar. John Ambrose, resides in Rutland, and has Ann Eliza and Lydia; Mercy Maria, b. 1832.

Dr. Symonds Baker, b. Topsfield, mar. Susan, daughter of Rev. Mr. Sargent's daughter, in Methuen; mar. second,

Lydia Gray, whose brother came home from the army with the small pox and died. She was an only heir of her father's estate, and Dr. Baker settled a little below Henry Gray's, where George Abbott now resides, and where their children were born. They bought the house where this David Baker and his mother now reside of Thomas Abbott's widow Lydia in 1797, which was formerly the mansion of Thomas' father. Sept. 30, 1798, Dr. Baker paid to William Farnham, Collector of Revenue, three dollars as a tax on a two-wheel carriage called a chaise, for that year. Dorcas Dane kept a school seventeen weeks for £4. 15. 6, in 1791, and the following sent their children: Symonds Baker, Henry G. Baker, Caleb Abbott, David Cummings, Dana Holt, Joseph Lovejoy, Abiel Holt, Asa Holt, William Holt, Moses Abbott, Thomas Gray, Jr., Peter Holt, Timothy Holt, Eben Jones, George Smith, Abner Wilkins.

Children of Dr. Symonds Baker, who died July 3, 1815, aged seventy-nine, and of his wife, who died Feb. 23, 1821, aged seventy-four; Henry, mar. Deborah Ames from Groton, who, after his death, married Caleb Abbott, settled on the old Gray place, and had Thomas, whose widow married Peter Webster in Salem, she having child Nancy Maria, Priscilla, who married Henry Frye, and Deborah, who married Daniel Poor; Susanna, mar. a Frye; Symonds, Eps, who died Mar. 22, 1819, aged forty years, mar. Sarah, daughter of David and Hannah (Martin) Holt, born where John Harndon now resides, Dec., 1775, and have one son, David, who was born Mar. 12, 1803. The latter married Lucy Frost, daughter of Eben, a ship builder, and Sarah (Buffington) Mann, who was born in Salem in 1803. Children: George Frost, b. 1830, mar. Charlotte Abbott, daughter of Dr. Joshua and Eliza Jane (Haywood) Blanchard; Sarah Elizabeth, b. 1834, mar. Edward Payson, son of Henry and Lucy (Floyd) Abbott, who is in Co. H, 14th Mass. Regiment, and has child, Lucy Evelyn, b. 1857; Irving Mann, b. 1858; Sarah Baker, b. 1861; Edward Lincoln, b. 1862; Lucy Caroline, b. 1839, mar. Alonzo P., son of Israel Berry, and was in Co. H, 14th Mass. Regiment.

(To be continued.)

JAMES HOWE OF IPSWICH AND SOME OF HIS DESCENDANTS.

BY M. V. B. PERLEY.

(Continued from Volume LIV, page 48.)

1757, Mar. 12. Samuel Smith, Richard Estey, Jr., half turn each, for present expedition.

1757, May 11, Mark Howe, Jr., enlisted.

1757, Aug. 15, Isaac Davis, Jacob Howe, Jr., Jonathan Chapman, Jabez Ross, did a turn; Abraham Howe, by hiring John Daniels; and Jonathan Foster by hiring Francis Setchel, did each a turn in re-enforcing the army against the French at Albany.

Deacon Howe's will, drawn 6 Mar., 1767, was proved 27 Feb., 1770. The inventory amounted to £333. 18s.

Children of Mark and Hephzibah Howe:—

72. HANNAH, b. 28 Nov., 1723; d. 18 Nov., 1736.*
73. LOVE, b. 20 Dec., 1724; d. 28 Nov., 1736.*
74. MOSES, b. 14 May, 1726; d. 28 Nov., 1736.*
75. LUCY, b. 30 Oct., 1728; d. 5 Nov., 1736.*
76. MARY, b. 23 April, 1729; d. 15 Nov., 1736.*
77. AARON, b. 36 April, 1731; d. 18 Nov., 1736.*
78. MARK, b. 8 Mar., 1733; d. 24 Nov., 1736.*
79. ABIJAH, b. 26 Jan., 1735; d. 21 Nov., 1736.*
80. MARK, b. 41 Nov., 1737.
81. NATHANIEL, bp. 16 Sept., 1739.
82. PHILEMON, b. 23 June, 1741; d. 16 June, 1759, of "violent fever, in the army, at Lonisburg.
83. HEPHZIBAH, b. 16 Jan., 1743-4; m. 9 Feb., 1764, Daniel Chapman, in Linebrook Parish.

36. DEA. JAMES HOWE was born in the Farms, Ipswich, 29 Mar., 1694-5, and died in Methuen, 22 Dec.,

*These children died of the merciess epidemic, "throat-distemper".

1771. He was a yeoman. When of Haverhill, he married, first, 8 Jan., 1722-3, Hannah Faulkner of Andover, who, mother of all his children, died 7 Dec., 1759, in her 61st year. He married, second, 28 Aug., 1760, Elizabeth (Farnum) Swan, widow of Robert. She died 5 Dec., 1780, aged 68 years.

Children of James and Hannah Howe :—

84. JAMES, b. 27 Oct., 1723, in Haverhill.
85. JOHN, b. 15 June, 1726, in Haverhill.
86. HANNAH, b. 19 Sept., 1728; d. 1 Oct., 1728.
87. DANIEL, b. 19 July, 1730; d. 8 June, 1761.
88. HANNAH, b. 2 Apr., 1732; d., unm., 26 Mar., 1806.
89. ABIAL, b. 16 April, 1734.
90. JOSEPH, b. 18 Mar., 1736; d. 16 May, 1803.
91. SARAH, b. 22 Feb., 1738; m. 1 June, 1758, Samuel Messer.
92. TIMOTHY, b. 26 Feb., 1741; was a deacon.

37. MARK HOWE was born in Middleton, 18 April, 1701. He was a yeoman. Perhaps he married at Salem, 20 Dec., 1725, Lydia Wilkins of Salem. He married Dorothy —, who died 23 Nov., 1739. He again married, in Andover, 22 April, 1740, Mary Stevens of Andover, who died 9 Mar., 1752, aged 44. He married lastly, 4 June, 1752, Eunice Kinney, who died, his widow, 2 Dec., 1803, aged 84 yrs. 29 dys. His will, dated 21 April, 1768, was proved 2 Nov., 1778.

Children of Mark, Dorothy, Mary and Eunice Howe :—

93. MARK, b. 13 June, 1732; d. 20 Nov., 1739.
94. ASA, b. 13 Jan., 1734-5; d. 11 Nov., 1739.
95. LYDIA, b. 19 Sept., 1737; d. 23 Nov., 1739.
96. DOROTHY, b. 8 Aug., 1739; d. 19 Nov., 1739.
97. LYDIA, b. 30 Mar., 1742.
98. MARK, b. 30 Aug., 1743; d. 21 July, 1746.
99. MARY, b. 28 April, 1746; m. 20 Jan., 1768, John Stiles.
100. DOROTHY, b. 23 Dec., 1748.
101. EUNICE, b. 12 May, 1753; m. 25 Aug., 1774, John Berry, who was b. in Andover, 13 Jan., 1755-6; d. 25 Oct., 1832. She d. 22 Jan., 1838.
102. SARAH, b. 15 Jan., 1755.
103. ASA, b. 26 Nov., 1756.

40. JOHN HOWE, JR., was born 6 Mar., 1708-9. He married in Salem, 6 May, 1736, Mary Daggett of Salem.

Children of John and Mary Howe:—

- 104. JEREMIAH, b. 4 May, 1737; d. 17 Dec., 1739.
- 105. MARY, b. 7 May, 1739; d. 6 May, 1771, in Methuen; m. 25 May, 1763, in Middleton, Reuben Austin, b. in Methuen, 3 Feb., 1734-5, yeoman, lived in Methuen. Had: Ruth, Mary, John, and Joel.
- 106. JOHN, b. 30 Oct., 1741.
- 107. ASSE (son), b. 26 Dec., 1744; d. 11 Oct., 1751.
- 108. JOHN, b. 19 Oct., 1745; d. 21 Oct., 1751.
- 109. JEREMIAH, b. 6 June, 1747; d. 15 Oct., 1751.
- 110. MARK, b. 24 May, 1750; m. in Methuen, 18 April, 1776, Anna Dodge, of Boxford.

42. JOSEPH HOWE of Middleton was born 7 Oct., 1719. He married 16 Feb., 1743-4, Sarah Sheldon of Salem.

Children of Joseph and Sarah Howe:—

- 111. SARAH, b. 9 Oct., 1744.
- 112. LYDIA, b. 13 June, 1748.
- 113. ASIBAL, b. 11 Sept., 1750.
- 114. EPHRAIM, b. 18 May, 1753.
- 115. JOSEPH, b. 26 Aug., 1754.
- 116. JOHN, b. 11 Dec., 1755.
- 117. LYDIA, b. 27 Jan., 1759.

55. REV. PERLEY HOWE was born in Killingly, Ct. (now Thompson), in 1711. He graduated at Harvard College in 1731, and was settled the first minister of Dudley, Mass., in 1735, and dismissed in 1743. He then returned to Killingly and was installed pastor of the new Killingly church about 1745, and held the pastorate until his death, of consumption, 10 Mar., 1753, in his 53d year. He married in Dudley, 27 Sept., 1735, Damaris Cady, daughter of Capt. Joseph Cady of Killingly. She married, second, in Cornwall, Ct., 21 Nov., 1754, Rev. Aaron Brown, born 31 May, 1725, to Cornelius, of Windsor, Ct. Mr. Brown was installed Rev. Perley Howe's successor, 9 Jan., 1754, and upon his marriage occupied the old parsonage, the pleasant homestead purchased by Mr. Howe of Capt. Joseph Cady in 1746. Mr. Brown died on his way home from the funeral of his son-in-law, Rev. Joseph Howe, and Mrs. Brown survived but a few months.

Children of Perley and Damaris Howe:—

- 118. REBECCA, b. 27 Aug., 1736, in Dudley.
- 119. ALICE, b. 21 Jan., 1737-8; d. 22 July, 1741.
- 120. ELIZABETH, b. 1 May, 1739; d. 21 July, 1741.
- 121. ELIZABETH, b. 27 Feb., 1741.
- 122. ISAAC CADY, b. 27 Feb., 1741.
- 123. PERLEY, b. 3 Feb., 1742-3.
- 124. DAMARIS, b. 9 Feb., 1744-5; m. in Cornwall, Ct., 11 Feb., 1768,
Timothy Houghton.
- 125. JOSEPH, b. 14 Jan., 1746-7, in Killingly.
- 126. REBECCA, b. 30 May, 1749, in Killingly.
- 127. SAMSON, b. 26 July, 1751, in Killingly.

57. SAMSON HOWE was born in Thompson parish, that part of Killingly, Conn., now the town of Thompson, in 1716, and died 26 March, 1797, aged 81 years. He was bred a farmer, and sold his patrimony and all his agricultural interests in Thompson to his nephew Samson, and between 1745 and 1748 located in Middletown, East Society, now the town of Portland. In some half dozen years a large number of families from an adjoining town and others from towns contiguous became the first settlers of West Hoosac, now Williamstown, Mass., Samson Howe among the number. He and his wife were among the first members of the church enrolled at Williamstown, Mass., and the very first on the list of names at Williamstown, Vt., when the church was organized, 13 Aug., 1795, where they went, in decrepid age, with their son Perley.

Samson Howe's homestead included the site of the "old West Hoosac block-house fort." Prof. Perry's "Origins in Williamstown" says: "Lt. Samson Howe in his own qualities and personal influence was much more than a common man." He was also a direct ancestor of Gen. Alfred H. Terry of distinguished Civil War fame.

Samson Howe married, first, in Thompson, Conn., 29 Dec., 1737, Sarah Sabin, who died 10 Aug., 1752, in Portland, in her 35th year. He married, second, 5 April, 1753, Hannah Foot, who died in Williamstown, Vt., 12 July, 1817, aged 97 years.

Children of Samson, Sarah and Hannah Howe:—

- 128. SAMSON, b. 12 Oct., 1739, in Thompson, Conn.
- 129. HEZERIAH, b. 28 Aug., 1741, in Thompson, Conn.

- 130. SARAH, b. 12 Sept., 1743, in Thompson, Conn.
- 131. ALICE, b. 29 June, 1745, in Thompson, Conn.
- 132. ALACIA, b. 2 July, 1753, Portland, Conn.
- 133. HANNAH, or ANN, b. and d. young, Portland, Conn.
- 134. PERLEY, b. 16 June, 1755, Portland, Conn.
- 135. DAMARIS, b. 7 July, 1757, Portland, Conn.

63. DEA. ABRAHAM HOWE was born in the Farms, Ipswich, 2 Jan., 1724-5, and died 5 Nov., 1797. He married (int.) 14 Dec.,* 1752, Lucy Appleton, daughter of John, 3d, and Lucy. She was baptized 19 Mar., 1731-2, and died in Hopkinton, at her son's home, 22 Oct., 1824, in her 93d year.

Deacon Howe's will, dated 3 Mar., 1797; proved 4 Dec., 1797; names two grandsons, Abraham and Abel, and their sister Eleanor, who had \$100 and woodlot in Boxford; son Nathaniel, \$133.33; daughter Lucy, \$166.66; son Joseph, the farm. Joseph was executor. Asa and Eleanor (Howe) Bixby received her share of Jabez Farley, one of Joseph Howe's bondsmen. The inventory mentions 90 acres, with buildings, \$2000; pew in Linebrook meeting house, \$20; real estate, \$2870; personal, \$963.06; total estate, \$3833. On his tombstone is engraved the whole of the hymn, "When I can read my title clear," and he is called "Deacon"; but the tombstones of Mark, Elizabeth and John read "Capt." He was at Bunker Hill with his son, as Sergt. Howe.

Children of Abraham and Lucy Howe :†—

- 136. ABRAHAM, b. 18 Sept., 1754.
- 137. JOHN, b. 8 Oct., 1756; d. 13 Jan., 1781.
- 138. LUCY, b. 29 Dec., 1760; m. (int.) 3 Aug., 1786, Moses Boynton, housewright, of Rowley, b. 22 Nov., 1752, and d. there 19 Jan., 1823. She d. 4 Feb., 1848. 6 children.
- 139. NATHANIEL, b. 6 Oct., 1764.
- 140. ELIZABETH, b. 17 April, 1767; d. 24 Aug., 1796.
- 141. JOSEPH, b. 18 Jan., 1771.
- 142. MARK, b. 1 May, 1773; d. 13 July, 1776.
- 143. SAMUEL, bp. 19 and d. 20 May, 1776.

*Mr. Fitch says his grandmother Lucy Howe was born Mar. 20th and married Nov. 5th. He also says Abraham, Sr. and Jr., were at the Bunker Hill fight.

†Lucy Mary Howe, daughter of Joseph, says her grandfather Abraham had nine children, one dying in infancy.

67. DANIEL HOWE, M. D., was born in Andover, 1 May, 1719, and died there, 1 Nov., 1797. He married, 13 Dec., 1739, in Andover, Sarah Widger, resident of Andover. He was "famous for crazy people." Dr. Daniel married, second, 5 Mar., 1780, at Abington, Susannah Tirrell of Abington(?).

Children of Daniel and Sarah Howe :—

- 144. DANIEL, b. 30 April, 1740.
- 145. ISRAEL, b. 6 Oct., 1741; d. 18 Nov., 1741.
- 146. SARAH, b. 15 Jan., 1742-3.
- 147. MERCY, b. 1 Nov., 1744.
- 148. MARTHA, b. 2 Aug., 1746; m. 25 July, 1765, Eliakim Darling.
- 149. ISRAEL, b. 19 Sept., 1749.
- 150. MARY, b. 12 May, 1752.
- 151. WILLIAM, b. 5 Mar., 1754; d. 14 Mar., 1754.
- 152. PRISCILLA, b. 2 April, 1755.
- 153. WILLIAM, b. 29 Mar., 1757.
- 154. PHEBE, b. 4 April, 1762.

80. DR. MARK HOWE was born 31 Dec., 1737. He studied in Rev. George Lesslie's home school and became a physician in Rowley. He married, 6 Mar., 1760, Mary Payson, daughter of Eliphalet and granddaughter of Rev. Edward Payson.

Children of Dr. Mark and Mary Howe :—

- 155. MOLLY, b. 16 Jan., 1761.
- 156. MARK, bp. 18 Jan., 1761.
- 157. —, d. unbp. 19 Jan., 1765.
- 158. CATHERINE, m. John Shepard, of Deerfield, N. H., and had Sarah, who m. 30 May, 1829, Nathan Dane Dodge, of Linebrook, Ipswich.
- 159. JANE, m. 16 July, 1795, James Smith, taverner, of Rowley.
- 160. ELIPHALET, became a practicing physician and an army surgeon.

81. NATHANIEL HOWE was born in The Farms, 15 Sept., 1739, and died there 27 Mar., 1809. He married, 15 Nov., 1764, Hannah Emerson, born 16 May, 1745, to Rev. John and Elizabeth (Pratt) Emerson, of Topsfield. She died 7 Feb., 1828. He was a farmer on the old homestead, and served several terms as parish collector and treasurer, 1770-1785.

Sewells point, Dec. 21, 1775. To Mr. Nathaniel How

of Ipswich. Sir: "Ive enlisted Benjamin Emerson of Ipswich to serve in the Continental army for you, and he has reseived security for his services over and above his wages from Moses How in your behalf. Thomas Mighill, Capt."

Children of Nathaniel and Hannah Howe :—

161. NATHANIEL, b. 19 Feb., 1766; sea captain; no children; d. 12 Jan., 1840.

162. AARON, b. 8 April, 1768.

163. HANNAH, b. 4 Nov., 1770; d. 3 Mar., 1860; m. (int.) 5 June, 1795, Aaron Kinsman, b. 6 July, 1754, to Pelatiah and Jane (Farley) Kinsman, and d. 13 Oct., 1836. He was an Ipswich farmer. Had: (1) Nathaniel, b. 17 Oct., 1795; d. 18 July, 1864; m. 16 Dec., 1828, Joanna Brown. (2) Hannah, b. 31 Dec., 1796; d. 14 Dec., 1869. (3) Jane, b. 19 July, 1799; d. 22 Sept., 1890; m. 31 Dec., 1834, her cousin, Moses Kinsman, jr. (4) Charlotte, b. 27 Mar., 1801; (Bible rd.) 29 Mar., 1800; m. 2 July, 1840, Elisha Brown; (5) Clarissa, b. 27 Mar., 1801; d. 4 Feb., 1896. (6) Aaron, b. 26 June, 1804; d. 29 Jan., 1903.

164. MARK, b. 5 July, 1777; m. (int.) 18 Nov., 1809, Lucy Foster.

84. DEA. JAMES HOWE was born in Haverhill, 27 Oct., 1723,* and died in Methuen 14 Jan., 1806. He married, 16 Feb., 1753, at Andover, Jemima Farnum, of Andover, who was born 21 Mar., 1729-30, to David and Dorothy, and died 16 June, 1802. Deacon Howe was a farmer and cultivated extensive acres. His son Jonathan of Methuen settled his estate, giving bond for \$4000 with David Howe and Isaac Howe, both merchants of Haverhill.

These were concerned in the final settlement: David Howe, Hannah Howe, guardian for Jacob Howe's children; George W. and Olive Hill; Ebenezer, Jr., and Dorcas Carlton; Isaac Howe; Moses, Jr., and Sarah Emerson; Joseph Howe, attorney for James Howe; Jonathan Howe; David Howe, guardian for Lydia Howe; Farnum Howe.

Children of James and Jemima Howe :—

165. JONATHAN, b. 13 Aug., 1753.

166. JAMES, b. 23 Mar., 1755.

167. JAMES, b. 16 Oct., 1756.

*Methuen was incorporated 8 Dec., 1725.

- 168. DAVID, b. 16 Oct., 1756.
- 169. JACOB, b. 9 April, 1758.
- 170. ISAAC, b. 29 Mar., 1760.
- 171. FARNUM, b. 10 Nov., 1762.
- 172. SARAH, b. 19 April, 1765; m. 9 Dec., 1783, Moses Emerson, Jr., of Haverhill.
- 173. DORCAS, b. 2 Nov., 1767; m. 29 May, 1788, Ebenezer Carlton.
- 174. LYDIA, b. 22 Sept., 1771; was mentally weak, and Jonathan, David and Isaac asked a guardian for her 3 Feb., 1806. David Howe, merchant of Haverhill, was appointed.
- 175. OLIVE, b. 17 Feb., 1776; m. in Methuen, 12 April, 1796, George Washington Hill. Fanny Howe, alias Asten, daughter of Olive, was b. in Methuen, 17 July, 1791.

85. JOHN HOWE was born in Haverhill, 15 June, 1726, and died 13 May, 1807. He was a farmer and occupied the paternal home. His wife, Sarah —*, died in Methuen, 2 Jan., 1817, aged 86 years. She declined administration of his estate, and nominated her son-in-law, Capt. John Currier of Salem, N. H., who, with sureties Abial Howe, blacksmith, Methuen, and Jesse Saville, Gloucester, yeoman, was appointed 1 June, 1807. The total valuation was \$3844.65; real, \$3218. The estate was divided into seven lots and set off to his seven heirs: Timothy Howe; Sarah Ayers, wife of Joseph; Hannah Perkins, wife of Nathaniel; Persis Howe; Ebenezer Howe; Susannah Currier, wife of John; Mary Kelley. Besides these signers to the setoff were William Somes Kelley, John Currier, Philip Howe, David Howe for T. Howe and Joseph Ayer, Isaiah for Nathaniel Perkins, and Hannah and Nathaniel Perkins.

Children of John and Sarah Howe, born in Methuen:—

- 176. TIMOTHY, b. 25 Feb., 1751; d. 30 Sept., 1753.
- 177. SUSANNAH, b. 10 Aug., 1752; d. 7 Oct., 1753.
- 178. TIMOTHY, b. 3 Feb., 1754.
- 179. SUSANNAH, b. 24 Sept., 1756; m. in Methuen, 9 Oct., 1776, John Currier.
- 180. SARAH, bp. 3 Dec., 1758.

*Sarah Howe went 25 miles for a surety on her son's probate bond. He probably was a relative. Jesse Saville, born in 1740, was ten years her junior and the son of Thomas and Mary. She may have been their daughter.

181. SARAH, b. 27 Nov., 1759; m. 26 Nov., 1778, Joseph Ayer of Haverhill, b. to Perley Ayer 19 May, 1755, in Methuen.
182. HANNAH, b. 11 July, 1760; m. (int.) 15 Feb., 1796, Nathaniel Perkins.
183. EBENEZER, b. 8 Sept., 1762; m. 8 Jan., 1782, Hannah Mellon.
184. ELIZABETH (twin), b. 23 May, 1764; d. 23 July, 1764.
185. MARY (twin), b. 23 May, 1764; m. William Somes Kelley.
186. ELIZABETH, b. 9 Nov., 1765.
187. JOHN, b. 9 Feb., 1767; d. 30 Mar., 1792; m. (int.) 21 Mar., 1790,
— Page of Salem, N. H.
188. PERSIS, b. 26 Nov., 1769; d., insanity, 18 Sept., 1846.

89. ABIEL HOWE was born in Methuen, 16 April, 1734, and married 2 Dec., 1762, Eunice Perkins. Abiel and Robinson Howe, blacksmiths, both of Methuen, were appointed administrators of the estate of Abiel Howe, yeoman, who deceased 21 April, 1807.

Children of Abiel and Eunice Howe:—

189. ABIEL, b. 30 July, 1765.
190. MERCY, b. 25 Aug., 1767.
191. RUTH, b. 17 Jan., 1770.
192. THOMAS, b. 24 April, 1771.
193. ROBINSON, b. 26 Mar., 1774.

90. JOSEPH HOWE was born 18 Mar., 1736, and died in Methuen in 1803. He married, 1 Nov., 1759, Hannah Carlton, daughter of Ebenezer Carlton of Methuen. She died 13 May, 1822, aged 84 years. He was a yeoman. His son Joseph, "gentleman", settled his estate, valued at \$3409.91, of which were the homestead, 65 acres, and half a house worth \$2275.

Mrs. Hannah Howe, widow, made her will 9 May, 1814. The witnesses were Christopher and Phinehas How and [Rev.] Humphrey C. Perley. Will proved 2 July, 1822. Her son Joseph was executor. The will mentions "my son-in-law, Capt. Jonathan Merrill."

Children of Joseph and Hannah Howe:—

194. JOSEPH, b. 10 Aug., 1760.
195. DANIEL, b. 8 June, 1762.
196. ANNE, b. 3 May, 1764; m. 6 Nov., 1783, in Methuen, Jeremiah Bradley of Haverhill, b. 7 May, 1762, d. 1799.
197. REBECCA, b. 12 Sept., 1766; m. 6 Oct., 1789, Jonathan Merrill.
198. JOANNA, b. 1 Jan., 1769; m. (int.) 25 Sept., 1786, Isaac Frye Williams.

199. MARCY, b. 27 Jan., 1771; d. "Mary" 15 May, 1772, ae. 2 y.
 200. CHRISTOPHER, b. 12 Oct., 1772.
 201. MOLLEY (MARY), b. 15 May, 1775; m. 17 Dec., 1795, Joseph Bodwell of Methuen, b. 2 Nov., 1771. 4 chn.

103. ASA HOWE, Esq., was born in Middleton, 26 Nov., 1756, and died there 13 Feb., 1826. He married, first, Elizabeth Fuller, born 24 Aug., 1756, to Timothy and Sarah (Smith), and married, second, 12 Dec., 1793, Hephzibah Peabody, who was born 6 July, 1766, and died 18 Jan., 1836, daughter of Col. Benjamin and Hannah (Clark) of Medford. He was made guardian of his own children, 6 Mar., 1797: Asa, aged 15; Betsey, 14; Sarah, 12; Abijah, 8. His will, dated 2 Oct., 1824, proved 4 April, 1826, mentions wife Hepsibeth; Abijah had \$200 and the farm I now live on, and also the Norwich (Vt.) farm, during his natural life, then to be Asa's; Hannah, the west chamber while single; Benjamin and Mark, the remainder. Jeremiah and Betsey Estey, Ezra Nichols, guardian, Benjamin and Mark Howe petition for a division of the Gould farm, so called, which was not mentioned in the will.

Children of Asa, Elizabeth and Hepezibah Howe:—

202. ASA, b. 8 Dec., 1781; d. 14 Dec., 1814.
 203. ELIZABETH, b. 23 Feb., 1783; m. 18 Sept., 1804, Jeremiah Estey.
 204. SARAH, b. 6 Feb., 1785, m. 10 May, 1808, Allen Knight, of Methuen.
 205. ABIJAH, b. 29 Mar., 1789.
 206. TIMOTHY FULLER, d. — Oct., 1790, age 11 mos.
 207. BENJAMIN, b. 26 Oct., 1794; d. 14 Sept., 1830.
 208. MARK, b. 15 Dec., 1796; d. 12 July, 1801.
 209. LYDIA, b. 30 Oct., 1798, in Middleton; d. 26 June, 1879, in Peabody; m. 12 April, 1822, Henry Lawrence Gould, b. Middleton, 29 Sept., 1798, to Nathaniel, of Middleton, and Lydia (Porter) of Danvers, and d. 19 Feb., 1865. Children, born in Middleton; (1) Julia, Ann Howe, b. 21 Feb., 1823, d. Peabody, June, 1904, m. 26 Sept., 18—, James Wilkins; (2) Caroline Elizabeth, b. 3 Sept., 1825, m. 12 May, 1847, Cyrus Wilkins, and went to Minneapolis, Minn.; (3) Lidia Loretta, b. 17 Dec., 1827, d. 11 May, 1882, at Georgetown; (4) William Henry, b. 24 Nov., 1829, d. 9 Mar., 1830, at Middleton; (5) Martha Hichborn, b. 27 Jan., 1832, d. 18 Oct.,

1875, at Middleton; (6) Eliza Lawrence, b. 1 Dec., 1835, d. 23 Jan., 1835, at Middleton.

210. HANNAH, b. 1 Mar., 1801; d. Danvers, 16 Jan., 1881; m. Middleton, 27 April, 1831, Charles Peabody, b. in Haverhill, 4 May, 1798, to Joseph, of Boxford, and Sally (Upton) of North Reading, and d. 8 June, 1875. Children, born in Danvers: (1) Sarah Jane, b. 4 Aug., 1832, went to Peterborough, N. H.; (2) Charles Horace, b. 6 April, 1834; d. Danvers, 29 Jan., 1890, m. 16 Oct., 1877, — — —; (3), George Howe, b. Sept., 1836, m. 11 Oct., 1875, — — —; (4) Hannah Prescott, b. 18 Feb., 1839, d. Danvers, 16 May, 1881; (5) Mary Maria, b. 30 Dec., 1841, m. 4 July, 1881, went to Peterborough, N. H.; (6) Benjamin Augustus, b. 4 May, 1843, m. 28 Nov., 1872, went to Fargo, N. Dakota.
211. MARK, b. 25 Dec., 1803.
212. GEORGE, b. 5 Sept., 1806; d. 2 May, 1807.

122. ISAAC CADY HOWE was born in Dudley, Mass., 27 Feb., 1741. He married, 12 Sept., 1765, in Cornwall, Conn., Damaris Burch. Upon a dissension in the East Woodstock church, Isaac Cady Howe, S. H. Torry and Jacob Leavens, collectors, resigned. Isaac was on a committee to lay out school districts, and was admitted to Killingly church, 21 Feb., 1773.

Children of Isaac C. and Damaris Howe:—

213. ALICE, b. 12 April, 1766; int. 3 Sept., Thompson, Conn.; m. 19 Oct., 1785, in Cornwall, Conn., Perley Phillips.
214. ORENDA, b. 3 June, 1768.
215. AARON, b. 22 Dec., 1770.
216. ISAAC, b. 16 Aug., 1773.

123. PERLEY HOWE was born in Dudley, Mass., 3 Feb., 1742-3. He married, first, 12 Jan., 1764, Tamar Davis, who died 31 Dec., 1771. He married, second, in Cornwall, 29 Jan., 1775, Abigail DeWolf. He signed with others to meet the conflict, 1774; was cornet in Killingly; signed for a public common; was captain of Light Horse, Killingly, 1777. He and his wife Tamar joined the Killingly church, Jan., 1765.

Children of Perley, Tamar and Abigail Howe:—

217. SARAH, b. 9 Nov., 1764.
218. JOSEPH, b. 10 Sept., 1766.
219. PERLEY, b. 14 May, 1768; left Killingly, it is said, about 1802.

220. REBECCA, b. 15 June, 1770; m. (int.) 13 Mar., 1794, Manson Warren.
221. SARAH D., b. 20 Dec., 1771.
222. ABIGAIL, b. 17 Oct., 1775.
223. MARK A. DEWOLF, b. 29 April, 1777.
224. WILLIAM, b. 4 Nov., 1778.
225. JAMES, b. 2 May, 1781.
226. JOHN, b. 6 July, 1783.

124. REV. JOSEPH HOWE was born in Killingly, now Putnam, Conn., 14 Jan., 1746-7. He was fitted for college by his father-in-law, Rev. Aaron Brown, and entered Yale in 1761, when only fourteen, "manifesting uncommon force and maturity of mind." He graduated in 1765, "the first scholar in a class which had its full share of distinguished men." He had an appointment as Berkley scholar; but instead of continuing at college, he took charge of the public grammar school in Hartford, the while studying theology with Rev. Elnathan Whitman and residing in his family. Miss Elizabeth Whitman, Rev. Elnathan's daughter, was handsome, scholarly and accomplished. Mr. Howe "was tall and well made, but rather slim. His complexion was very fair; the features of his face in a degree irregular and not singularly agreeable." There were admiration in towering mentality, pride in scholastic fame, beauty in grace of manners and nobility of character and sweetness in intelligent converse and social amenities. The two persons were in happy accord, and a period was set wherein were placed their nuptial vows.

He pronounced his Master's oration and received the degree at Yale in 1768. The production was very gratifying to President Stiles. He was tutor there for three years, from 1769, a period following his grammar school service in Hartford. He joined the Killingly church in 1770. He was licensed to preach 17 May, 1769, by the Windham County Association of Ministers, and exercised his license in the leading pulpits of Norwich, Weathersfield and Hartford, to their great acceptance. About 1772, when he visited Boston for his health, he had three calls to settle under consideration. He was ordained and installed over the New South Church (now "Old South")

Boston, 17 May, 1773. At the next Commencement of Harvard he was given the degree of M. A. In his Boston pulpit he was singularly successful till the Revolutionary War, early in 1775, dispersed his church and congregation and forced him from the pulpit. He retired to Norwich with the family wherein he lived in Boston. In August of that year, 1775, he repaired to his old home in Hartford, the home of the gifted daughter, Miss Whitman,* to claim her as his own. Suddenly he was taken seriously ill, made a nuncupative will the 15th, and died the 25th, in his 29th year. *Dexter's Yale Biog.*, Vol. 3.

"Mr. Howe preached twice in the New Old South, and received a call to settle, 'the character which he had received from the voice of mankind' explaining such unwonted precipitance.

"Never had Windham County given to the world a son of greater, or perhaps of equal, promise.

"His remarkable powers of elocution, not less than his fine social and moral qualities, rendered him a general favorite.

"The standard of polite literature, and especially of public speaking in Yale about that time, was very considerably elevated, it was said, through his influence.

"Wonderful to relate, except a part of a commonplace, friendly letter, there are no literary remains of that great, good, gifted, learned man, apt teacher and eloquent pulpit orator."—*Larned's History of Windham County, Conn.*

127. CAPT. SAMSON HOWE was born in Killingly, 26 July, 1751. He married, 31 Mar., 1774, Huldah Davis. He and Rev. Aaron Brown sold land for a training-field, or "public common forever", and Samson subscribed to pay for three acres. In the East Woodstock church dissension, Capt. Howe, clerk, resigned; Samson was one of three to confer with the pastor. He was town clerk and treasurer, 1795, and town clerk till 1804; one of three representatives for three years; frequently moderator; Howe tavern is mentioned, 1817, 1818; he was interested

*This Miss Whitman was the subject of that first of modern tales, "The Coquette, or The History of Eliza Wharton," who died at the "Bell Tavern," Danvers (now Peabody), Mass. Mr. Howe is said to be the model character of the story.

in a county turnpike in 1796, and another through Pomfret in 1800; was road surveyor, collector of road taxes, lister, bell-ringer at 20*s.* per year, opened a store at Killingly Hill in 1782, and was a member of the Killingly church.

Children of Samson and Huldah Howe :—

- 227. ABELENA, b. 25 Mar., 1775; m. in Cornwall, 25 June, 1795, Dr. — Grosvenor.
- 228. AARON B., b. 2 Dec., 1776; m. 17 Jan., 1798, Mary Copp. Children, b. in Thompson: (1) David, b. 13 Jan., 1800; (2) Huldah, b. 22 Feb., 1801; (3) George, b. 19 Oct., 1802.
- 232. SAMSON, b. 21 Feb., 1779; d. 9 May, 1780.
- 233. ERASTUS, b. 17 June, 1781.
- 234. HEZEKIAH, b. 9 July, 1783; constable in 1815.
- 235. ELIZABETH, b. 19 May, 1785; m. in the winter of 1806-7, Smith Wilkinson, who was on the office force in the mill.
- 236. ELISHA, b. 3 Sept., 1787; d. in Providence, R. I., leaving a son Henry, the father of Wm. Read Howe, lawyer, of Orange, N. J.; Henry of North Providence; and Elisha of Killingly. Built the Killingly Mfg. Co.'s mill, 1814, which was called by their name.
- 237. AUGUSTUS, b. 11 Feb., 1790; in 1827 began the manufacture of woolen goods.
- 238. SAMSON, b. 3 Aug., 1792.
- 239. POLLY, b. 14 Jan., 1795.

134. PERLEY HOWE was born in a parish of Middletown, Conn., now the town of Portland, 17 June, 1755, and died in Williamstown, Vt., 7 Nov., 1839. He married, 1782 or 3, Sarah D——*, who was born 1 May, 1758,

*The name is Deming or Dunning. The records fail us. The pro and contra below are helpful: 1. Sarah's son Enoch died, and his family doctor, a neighbor, the attending physician, filled in on the legal blank for data of death, all the ten answers required, and filed it with the town clerk. He wrote that Enoch's mother's maiden name was *Sarah Deming*. Ordinarily that would be sufficient, but Sarah apparently named her fifth son *John Dunning*. From the above we may reasonably conclude that the name given (orally, of course) was Deming, but understood to be Dunning, and so recorded. 2. The Deming and Howe families went from Middletown, Ct., to Williamstown, Mass., about 1769. The Dunning family went there from Newtown, Ct., about the same time. 3. A Deming family was neighbor to Perley Howe in his youth. The Dunning families located in the south part of the town. Penuel Deming was an earnest promoter of a new meeting house in Thompson, Ct., when and where Perley Howe was twelve years old. 4. Penuel

and died in Williamstown, Vt., 23 Aug., 1840. Three of her children were born in Massachusetts and the rest in Vermont.

In 1781, after the dispute between New York and New Hampshire was settled, so that Vermont could give good land titles, Gov. Thomas Chittenden offered grants of his domain to settlers, and a good sized colony enrolled in Williamstown, among whom were David Bixby, Stephen Dunning and Perley Howe. They began in 1784, and organized in 1787, naming the territory Williamstown, after their old home in Massachusetts. Prof. Perry's history says, "The most prominent of the settlers was Perley Howe."

He was one of the surveyors of Williamstown, Vt., and received a large tract of land on the west side in payment. He built a log-house just west of the present village, and in course of time four or five framed houses, that his sons might settle near him. He and four others were the only ones of the proprietors to settle in the town. The name of Dunning is not among them. The next February, 1785, Penue! Deming, a Revolutionary patriot, settled there. Perley was a Revolutionary patriot and pensioner. He served as corporal from 16 Dec., 1776, 96 days, at Ticonderoga; from 20 May, 1778, till 7 Feb., 1779, 8 months 19 days, at North River, as private; from 12 Oct., 1780, 11 days, 80 miles home. He received a kick from a horse which ever after occasioned a stiff knee. Refusing to leave his regiment, he was employed as teamster and cook. He was town clerk in 1798.

Children of Perley and Sarah Howe:—

240. PERLEY, b. 30 April, 1784.

241. HEZEKIAH, b. 8 April, 1786.

242. ANNA, b. 21 May, 1788; m. 21 Feb., 1805, Samuel Abbott (both of Williamstown), an uncle to the wives of Enoch and Asa, who were sisters.

Deming settled in Vermont the next February after the proprietors. Stephen Dunning signed to settle, but probably sold his interest to another, thus keeping the quota full. 5. The genealogies of these families have ample natural space for the data we require, but not the data. The authors of these genealogies have been very earnest in their assistance and deserve our hearty thanks.

243. SARAH, b. 15 May, 1790; d. 8 Mar., 1796.
244. ENOCH, b. 19 May, 1792.
245. ASA, b. 24 June, 1794.
246. HANNAH, b. 15 Feb., 1796; d. 23 Oct., 1802.
247. JOHN DUNNING, b. 11 Feb., 1798.
248. SARAH, b. 29 July, 1801; d. 19 Oct., 1802.

136. CAPT. ABRAHAM HOWE, JR., was born in Linebrook Parish, 18 Sept., 1754, and died there 8 Jan., 1795. He married, 5 Feb., 1784, Eleanor Spofford, of Georgetown, born 9 Oct., 1763, to Abel and Eleanor (Poor) Spofford, and died 15 Aug., 1809. Captain Howe was born in the "1711" house and made his home hard by the Howe brook, just north of Baker's pond. He was a housewright, and was building a barn for Caleb Jackson at (now) Millwood, Rowley, when the alarm of 19 April rang out. He was captain of the local company of minute men whose service was approved 3 April, 1776. The following Howes were in the company: Captain Abraham, Corporal Howe, and private Abraham, ye 3d. There was a parole of exchange of prisoners, Ensign Howe for Lt. Arche. McLain, on 7 Nov., 1777, and 24 Feb., 1778, another parole of the same men. Abraham Howe, private (probably another Abraham), was stationed at Bald Eagle Creek, 22 Jan., 1778.

Captain Howe's commission as ensign of a company of foot, at York Co., Pa., dated 24 Aug., 1776, and signed by Benjamin Franklin, is yet preserved in the family.

There is a legend concerning him which the reader may amplify. He was engaged to a lady of his parish. His long absence in the army, without writing to his home or to her, led all to conclude that he had died. When he returned, his affianced had married and was a mother. He related his disappointment to his sister Boynton, who told him if he would go with her to church the next Sabbath she would introduce him to a lady who would make full amends for his loss. 'Twas Eleanor Spofford.

His widow Eleanor settled his estate, which was valued at \$2847.52, including the homestead, 150 acres, and the buildings, and a pew in the Linebrook meeting-house. In 1794, the widow was guardian of Abraham, aged over 10; Abel, 8, and Eleanor, 6.



REV. NATHANIEL HOW

Children of Abraham and Eleanor Howe:—

249. ABRAHAM, b. 5 Nov., 1784.

250. ABEL, b. 3 Sept., 1786.

251. ELEANOR, b. 10 Oct., 1788; d. 20 Dec., 1868; m. 30 May, 1810, Capt. Asa Bixby of Topsfield, b. 24 July, 1786, d. 13 June, 1858, and had 8 children. The family lived in the house with Abel, till he purchased his Topsfield estate—the old Dorman farm—25 June, 1822. He was captain in the militia. Only the children b. after 1821 were b. in Topsfield.

139. REV. NATHANIEL HOWE was born in the “1711” house, 6 Oct., 1764, and died 15 Feb., 1837, in Hopkinton, Mass. He married, 2 Jan., 1792, in Hopkinton, Olive Jones, who was born 28 April, 1764, to Col. John and Mary (Mellen) Jones. Col. Jones, who died 13 Dec., 1843, was a captain of minute men, ninety of whom camped at Roxbury the night of 19 April, 1775. Mr. Elijah Fitch said that two Howes were at Bunker Hill, father and son. Mr. Howe was ordained and installed pastor of the Hopkinton church, 5 Oct., 1791. He succeeded Rev. Elijah Fitch, author of “*Beauties of Religion*.”

Mr. Howe was an original thinker; his “*Century Sermon*”, delivered 24 Dec., 1815, is remarkable for “its caustic satire”; it was noticed by the *North American Review*, passed through several editions, and was translated into foreign languages. He was the original of the Rev. Mr. Pendexter of Longfellow’s “*Kavanaugh*”.

Children of Rev. Nathaniel and Olive Howe:—

252. APPLETON, b. 26 Dec., 1792; H. C., 1815; M. D. in South Weymouth; State senator, two terms; Maj.-Gen. of 1st Division of the State militia; d. 10 Oct., 1870; m. 12 Dec., 1821, Harriet Loud, b. 8 Feb., 1795, to Eliphalet and Anna, and d. 16 Nov., 1848. They had one daughter, who d. without issue

253. ELIZABETH, b. 4 June, 1794; d. 27 Dec., 1815, *s. p.*

254. MARY JONES, b. 2 Feb., 1802; m. 27 Feb., 1827, Rev. Samuel Russell of Boylston; d. 26 Nov., 1836, *s. p.*

255. LUCY ANN, b. 27 Aug., 1805; m. 19 Mar., 1829, Dea. John Augustus Fitch; d. — Sept., 1891. He d. 1 July, 1883. He was a J. P. more than 30 years; was Trial Justice, P. M., and Trustee of the Reform and Industrial School for Girls at Lancaster. Their children were: (1) Appleton Howe, b. 1830, A. M., Evanston, Ill.; (2) Edward Payson, b. 1832,

d. in Quantrell's raid on Lawrence, Kan., 1863; (3) John Weatherspoon, b. 1834, C. E., Kalamazoo, Mich.; (4) Elijah, b. 1841, prominent in the church and a town official at Hopkinton, Mass.; (5), Calvin Webster, Esq., b. 1843, St. Louis, Mo.

141. JOSEPH HOWE was born 18 Jan., 1771, in Linebrook Parish, and died in Ipswich, 26 Nov., 1850. He married, 7 Feb., 1793, Mehetabel Stickney, who was born 27 July, 1768, to Benjamin* and his second wife, Elizabeth (Stickney) Stickney, and died in Topsfield, 5 Oct., 1818, "in a state of insanity", aged 49 years. Joseph inherited his father's farm, a good prospect, a fine physique, a good name, and made an excellent marital choice, but he died a foreigner to it all.

Children of Joseph and Mehetabel Howe:—

256. JOHN, b. 10 Nov., 1793.
257. MEHITABLE, b. 6 Oct., 1795; d. 1 Mar., 1883.
258. ELIZABETH, b. 2 July, 1797.
259. MOSES, b. 27 July, 1799; m. Hannah Hoyt of Stamford, Ct.; was sea captain; sailed the "Castor" her maiden voyage, 23 Sept., 1855, Branco & Bartholomew, owners, from New York for Balize, Honduras. Her fate was never known. Their children were: Emily, m. a Hazard of New York; Harriet Atwood, m.; and a baby that d. y.
260. PRISCILLA, b. 11 July, 1801.
261. SAMUEL, b. 28 June, 1803; d. in Byfield Parish, 28 Dec., 1869; m. 3 Feb., 1837, Susan Stickney, b. 13 Aug., 1800, to Moses and Sarah (Pike) Stickney. Had Sophia Stickney, b. 3 Feb., 1842, and m. 11 Feb., 1863, Daniel Dawkins of Georgetown, and had one child, Susie.
262. JOSHUA, b. 9 Sept., 1805.
263. BENJAMIN, b. 4 Nov., 1807.
264. LUCY MARY, b. 16 Aug., 1810; d. 29 Sept., 1900, in Hudson, N. H., and was bur. in Georgetown, Mass. She was in the fancy goods business in Nashua many years, then in Ipswich till about 1880; then retired to Hudson. During her last years her intellectual powers were unusually strong.

*Benjamin Stickney was a Revolutionary veteran—minuteman, 2nd Lieut., 1st Lieut., fifer and fifer-major, in 1775-76-77-78-81. *Mass. Rev. Soldiers and Sailors, Vol. XV, p. 5.* He was bp. 6 Mar., 1736-7. His first wife was Sarah Metcalf of Linebrook parish (int. 3 Jan., 1758), who d. suddenly 5 Sept., 1764, aged 27 y. His second wife (m. 15 May, 1765), was bp. 1 Feb., 1735-6, the dau. of Joseph and Elizabeth Stickney, and bur. 12 Sept., 1810, aged 75 y.

She read widely and took a keen interest in many things. She left a considerable manuscript of her father's family, which has been very helpful in this compilation.

265. AMOS, b. 9 Sept., 1813; was a '49er in California. It is said he has descendants there.

144. DANIEL HOWE, JR., was born 30 April, 1740. He married, 19 April, 1764, in Reading, Sarah Bancroft of Reading.

Children of Daniel and Sarah Howe:—

266. SARAH, b. 28 Mar., 1766.

267. PRISCILLA, b. 10 April, 1768.

268. ACHSA, b. 29 Dec., 1769.

162. AARON HOWE was born 8 April, 1768, in Linebrook Parish, and died there 11 Nov., 1855. He married, 28 June, 1818, Eliza Perley, born 12 April, 1799, to Allen and Esther (Burpee) Perley, and died 27 April, 1882. Her record, written by her daughter, reads: "Faithful in all the relations of life, seeking others' good rather than her own, she always made home happy."

Mr. Howe purchased of John Howe, son of Joseph, the Joseph Howe homestead, 17 Mar., 1818, and occupied the "1711" house. During his later years he suffered with rheumatism, and could only move about the house on crutches. When on parish committees they consulted at his house.

Child of Aaron and Eliza Howe:—

269. ELIZA, b. 15 May, 1819; d. 5 May, 1915; m. 28 Nov., 1839, William Perkins Perley, b. 7 Jan., 1814, to Jacob and Mary, and d. 27 Dec., 1886. Mr. Perley built his residence on his father-in-law's farm, and succeeded to its cultivation. Both were members of the Linebrook church. Their only child (adopted) was Lyman Howe, b. 20 July, 1862, in St. Johnsbury, Vt. He is now owner of the ancient Howe homestead.

164. MARK HOWE was born 5 July, 1777, on the ancestral estate, which he inherited, and died 13 Jan., 1853. He was a farmer. He lived in the old house, built in 168—, and supplanted by the present one, which was raised 9 May, 1840. He married (published 18 Nov.), 1809, Lucy Foster, baptized 7 Mar., 1779, daughter of

Jonathan Foster, jr., of the same parish. She died 16 Nov., 1841. He was quiet and unassuming, and made a good home.

Children of Mark and Lucy Howe:—

270. EMERSON, b. 23 Nov., 1818.

271. HANNAH, b. 25 April, 1815; m. 1st, 29 Nov., 1836, Calvin Conant, b. 21 Feb., 1809, to William and Elizabeth (Foster) Conant, a man of excellent character, who d. 27 July, 1848. Hannah m. 2d, 1 June, 1848, Phineas D. Merrill, widower, age 38, of Georgetown, son of Benjamin and Eunice.

272. NATHANIEL, b. 23 July, 1826.

165. JONATHAN HOWE was born in Methuen, 13 Aug., 1753, and died there 26 April, 1841. He married in Haverhill, 23 Jan., 1783, Hannah Webster of Haverhill, born there 15 May, 1753, and died in Methuen, 17 Sept., 1812, daughter of Thomas and Ruth (Heseltine) Webster. Jonathan Howe of Methuen married, 13 Oct., 1814, Mary Herrick.

Child of Jonathan and Hannah W. Howe:—

273. THOMAS, b. 6 Feb., 1784, in Methuen.

168. DAVID HOWE was born in Methuen, 16 Oct., 1756, and died 10 Jan.,* 1842. He married, first, in Haverhill, 18 May, 1780, Persis Whittier, who died 8 July, 1787, aged 27 years. He married, second, 9 Dec., 1787, Betsey Redington, who died 14 Feb., 1803, age 42 years. He married, third, 15 Nov., 1803, Sarah White, who died 13 Aug., 1831, age 74 years. He was a Revolutionary pensioner, private, minuteman, etc. Charles White was executor of his estate. His children mentioned in his will were: Elizabeth H. Garland, Littleton, Mass.; David Howe of New York; Isaac R. Howe of Haverhill; James M. Howe, "not been heard from for the last ten years"; and granddaughter Mary Fisk, daughter of my daughter Abiah Lapis. David received \$5000; "my friends Calvin W. and Fisher Howe, both of New York," were the trustees.

Children of David, Persis and Betsey Howe, born in Haverhill:—

274. ABIAH, b. 7 Sept., 1781; m. Haverhill, 11 Mar., 1802, Robert Lapis of Bangor.

*His pension papers read February.

- 275. BETSEY, b. 5 July, 1783; d. 28 Feb., 1784.
- 276. BETSEY, b. 20 Feb., 1785; m. 8 July, 1806, William Garland of Portsmouth.
- 277. PERSIS, b. 19 April, 1787; d. 3 Oct., 1787.
- 278. DAVID, b. 22 Mar., 1789.
- 279. ISAAC REDINGTON, b. 13 Mar., 1791.
- 280. JAMES MARSH, b. — April, 1794; d. 27 Dec., 1795, aged 20 m.
- 281. JAMES MARSH, b. 17 June, 1796.

169. JACOB HOWE was born 9 April, 1758, and died 1 Sept., 1799. He married, 8 Feb., 1788, Hannah Johnson of Salem, N. H. His widow settled his estate. She married (int. 28 Aug., 1814), David Rollins of Orford, N. H.

Children of Jacob and Hannah Howe, born in Methuen:

- 282. JAMES, b. 2 Sept., 1789.
- 283. SAMUEL, b. 12 Feb., 1791; d. 11 May, 1809.
- 284. ABIAH, b. 19 July, 1793.
- 285. JACOB, b. 23 June, 1795.
- 286. CHARLOTTE, b. 12 Feb., 1799.

170. CAPT. ISAAC HOWE was born in Haverhill, 29 May, 1760, and died 17 Jan., 1829. He married, 30 Aug., 1784, Mrs. Lois Ayer, widow of Samuel Ayer of Haverhill. She died 9 Jan., 1837, aged 81 years. Captain Howe served in the Revolution, from Andover, and was in the Rhode Island expedition 2 months and 9 days, from 27 April, 1777. His will was proved 3 Feb., 1829. Moses Howe* of Portsmouth, clerk (clergyman), was executor, with Isaac Howe, gentleman, and Phineas Howe, hatmaker, both of Haverhill, as sureties. The estate was inventoried at \$18,457.94, and the heirs-at-law were: Elsa Merrill; Phebe Howe; Moses Howe; Isaac Howe; Phineas Howe; Lois Howe, by her guardjan, William Merrill; Moses Howe Whittier, Manson, Mich.; Persis Howe Whittier, Winthrop, Me.; Nathaniel Whittier, Atkinson, N. H.; Lois Anna Whittier, Salem, N. H.; four children of Persis Whittier, wife of Ebenezer, by their guardian, William Merrill.

Mrs. Lois Howe, the widow, made her will, and her son Moses was the executor. The heirs of her personal

*Letter postage to Portsmouth then was ten cents. A stage ride was \$1.95.

estate were: Elsa Merrill; Lois Ann Whittier, by her guardian, William Merrill; Phebe, Isaac and Phineas Howe; Nathaniel Whittier; Sarah Olmstead. Eliza Ayer wrote: "I hereby certify that I am a lawful attorney for Eliza Dodge and Laura Fulson, both of Montreal, Canada, my children by my late husband, William Ayer; also I am a lawful attorney for George Williams, Hartland, Vt., and he is the guardian of Francis W. Ayer, Elias C. Ayer, Charlotte Ayer and Christiana Ayer, all of said Hartland, also my children."

Children of Isaac and Lois Howe:—

- 287. ELSA, b. 28 Mar., 1785; m. 25 Nov., 1802, William Merrill.
- 288. PHEBE, b. 10 Mar., 1787; m. 29 Nov., 1810, Thomas Howe.
- 289. MOSES, b. 22 Aug., 1789; minister. May have had a son, Moses A., who, with wife Olive, had a stillborn child in Salisbury, 23 Jan., 1848.
- 290. PERSIS, b. 26 Oct., 1791; m. 28 Mar., 1810, Ebenezer Whittier of Methuen.
- 291. ISAAC, b. 20 July, 1794.
- 292. PHINEHAS, b. 6 July, 1796.
- 293. LOIS, b. 21 Mar., 1799; d. unm., *non compos mentis*, 1 July, 1829.

171. FARNUM HOWE was born in Methuen, 10 Nov., 1762, and died 3 Sept., 1852. He married, in Newbury, 8 May, 1791, Ednah Hale, born 19 Dec., 1768, and died 20 Dec., 1849. They owned property in Newburyport in 1794 and pasture land in Newbury.

Farnum entered the Revolutionary War 7 July, 1780, to reinforce the army for six months. He was of a light complexion, 5 ft. 3 in. tall, and 18 years old.

He left grandchildren: Moses Little, Rufus H., Sarah Elizabeth (who married — Cotton before 29 March, 1853), and Caroline Ednah Wigglesworth, children of William and "my deceased daughter Sarah," and granddaughter Charlotte H. Bartlett, wife of Israel, jr., and one daughter, Charlotte, wife of William Mace.

Children of Farnum and Ednah Howe:—

- 294. SARAH, b. 27 Oct., 1792; m. 29 Sept., 1814, William Wigglesworth.
- 295. CHARLOTTE, b. 4 Dec., 1795; m. 17 Dec., 1839, William Mace.
- 296. RUPHUS, b. 3 July, 1798.

178. TIMOTHY HOWE was born in Methuen, 3 Feb., 1754. He married, 23 Jan., 1783, Lydia Currier, who was mother of his four children.

These records are found: Timothy Howe and Nancy Dow of Hopkinton, Mass., int. 12 Oct., 1795; Anna Howe, widow of Timothy, died 20 Sept., 1848, aged 90 yrs.; Timothy Howe was born to Dea. James and Hannah, 26 Feb., 1741. Should Nancy (above) read Anna? Stephen was born to Timothy and Ede, 22 July, 1798.

Aug. 3, 1807, Timothy Howe was presented to the Judge of Probate as a person incapable of caring for himself, his family, or his estate, and his son Daniel was commended by friends and relatives, John Currier and Abiel Howe, as guardian, and duly appointed. An account was rendered as late as 3 Feb., 1812. Isaiah and Daniel Howe sold about three acres of land in Methuen to Persis Howe, 23 April, 1817.

Children of Timothy and Lydia Howe:—

297. ISAIAH, b. 1 Aug., 1783.

298. DANIEL, b. 4 Dec., 1786.

299. SALLY, b. 17 July, 1788.

300. LYDIA, b. 17 April, 1790; m. 3 Mar., 1811, Nathan Parsons, a resident of Andover.

186. ELIZABETH HOWE was born in Methuen, 9 Nov., 1765, where she died 28 Dec., 1792. She seems to have been employed as an apprenticed housekeeper during her teens, with a home in Salem, N. H. There her only child was born, as the records read to "Elizabeth, daughter of John":—

301. PHILIP, b. 20 Dec., 1785, in Salem, N. H.

189. ABIEL HOWE was born in Methuen, 30 July, 1765, and died there 5 July, 1850. He was a druggist. He married, first (int. 18 July, 1791), Polly Wilson. He married, second, when 81 years old, 12 Dec., 1846, Mary Jane Symonds of Lowell, who was 33 years old.

Children of Abiel and Polly Howe:—

302. BELINDA, b. 15 Jan., 1792; m. 5 Sept., 1833, at Andover, John Goodwin, jr., of Reading.

303. ALICE, b. 24 July, 1793; m. 15 Oct., 1812, Merrill Pettingill of Methuen.

304. RUTH, b. 18 Aug., 1797; m. 8 Nov., 1829, at Andover, Stephen W. Hoyt.

305. RUFUS, b. 1 Jan., 1804.

193. CAPT. ROBINSON HOWE was born 26 Mar., 1774. He married, first, 19 Mar., 1801, Huldah Messer, who died 8 July, 1805. He married, second, 16 Oct., 1808, Catherine Currier. He was by trade a blacksmith.

Children of Robinson and Catherine Howe, born in Methuen :—

306. HULDAH, bp. 31 May, 1812; m. (int. 3 May, 1829), Hazen Bodwell of Andover.

307. CATHERINE, b. 4 April, 1812; d. 23 May, 1862, in Salem; bur. in Methuen.

308. SOPHIA CURRIER, b. 22 Dec., 1818; m. 9 May, 1837, in Methuen, Stephen Bodwell.

309. MARY BROOKS, b. 19 May, 1822; m. 4 April, 1848, Rev. Willard Spalding, a Universalist minister, b. 26 Jan., 1823, in Washington, N. H., and d. 22 Dec., 1872. They had Willard, b. 22 Dec., 1851. Lived in Peabody.

194. CAPT. JOSEPH HOWE was born 10 Aug., 1760, and died 17 April, 1829. He married, first, 29 May, 1787, Jemima Merrill, daughter of Enoch Merrill. She was born 14 July, 1764, and died 4 Mar., 1788. He married, second, 8 July, 1790, Lydia Eaton of Haverhill, who died 23 Feb., 1831, age 72 years.

Children of Joseph, Jemima and Lydia Howe :—

310. JEMIMA MERRILL, b. 24 Feb., 1788.

311. CHRISTOPHER, b. 31 Mar., 1791.

312. JEMIMA MERRILL, bp. 17 June, 1792; m. 24 Feb., 1814, John Tyler.

313. FREDERICK, b. 18 Oct., 1793.

314. PHINEAS, b. 15 May, 1797.

315. JOSEPH, b. 12 Aug., 1800.

316. MARY, b. 18 Mar., 1804; m. 14 Feb., 1827, Daniel Carlton.

317. SARAH, bp. 4 June, 1804.

205. ABIJAH HOWE was born in Middleton, 24 Mar., 1788, and died 16 Sept., 1871. He married, 29 Oct., 1811, Martha Bridgeman, born in Hanover, N. H., 23 Dec., 1789, to Isaac and Theoda (Parks) Bridgeman. She died in Northfield, Vt., 5 June, 1855. Mr. Howe

was a farmer, and probably was led into Norwich, Vt., by a provision of his father's will.

Children of Abijah and Martha Howe :—

318. THEODA PARKS, b. 20 Nov., 1813, in Cambridge; d. 29 April, 1845, in Northfield, Vt.; m. — Mar., 1836, William Rice Tucker, b. in Claremont, N. H., 10 Nov., 1812, son of Samuel and Alma (Rice) Tucker of Northfield, Vt., where he d. 21 Nov., 1880. Children: (1) Malverd Clarence, b. 16 Dec., 1837, m. 28 Oct., 1871, d. 17 Oct., 1907, Washington, D. C.; Had: Ann, Alice, and Frank. The latter's home is in Berkeley, Cal. (2), Jane Sophia, b. 12 Nov., 1842.
319. ASA, b. 25 May, 1816, in Middleton.
320. MARTHA ANN MARION, b. 27 Oct., 1819, in Norwich, Vt.; d. 14 Dec., 1899, in Northfield, Vt. She m. 6 Dec., 1839, William Jones, b. 1814, to William and Sally (Babbitt) Jones of Northfield, where he d. April, 1889, leaving child, Adelaide Frances, b. in Williamstown, Vt., 21 Jan., 1844, m. 21 Jan., 1863, d. 25 Dec., 1891, Northfield.
321. SOPHIA BRIDGEMAN, b. 12 Dec., 1821, in Norwich, Vt.; d. 28 April, 1893, in Boxford, Mass. She m. 25 Jan., 1848, Thomas Sawyer, b. in Boxford, 28 Mar., 1811, to George W. and Polly (Killam, of Middleton) Sawyer of Boxford. where Thomas died 22 April, 1895. Children, all b. in Boxford: (1) Thomas Killam, b. 5 April, 1849; m. 25 Jan., 1873; living in Newton, Kan.; (2) James Bridgeman, b. 12 Dec., 1850, m.; (3) Evie Sophia, b. 23 Nov., 1853, m. 28 Jan., 1873, living in Orange, Mass.; (4) Susan Maria, b. 27 Oct., 1855, m.; (5) Isaac Howe, b. 3 April, 1858, m. 15 Jan., 1895, living in Boxford; (6) Martha, b. 22 Feb., 1862, d. 28 April, 1869; (7) Annette, b. 12 Dec., 1863, m. 23 June, 1904, Frank Addson Massey, living in New York, N. Y.; (8) John Herbert, b. 11 Nov., 1865, d. 21 June, 1872, in Boxford.
322. HANNAH SAMANTHA, b. 9 Nov., 1823, in Norwich, Vt., and d. 25 May, 1908, in Clinton, Iowa. She m. 1st, 26 Nov., 1846, Thomas J. McGregor, b. 20 Jan., 1823, son of Alexander McGregor of Keith, Scotland, and d. in San Francisco, Cal., 4 Aug., 1850. Children: (1) Cora Evelyn, b. in Lower Horton, N. S., 17 April, 1848; m. 24 Oct., 1866; d. in Minneapolis, Minn., 14 June, 1883. (2) Martha Elizabeth, b. Boxford, 21 Jan., 1850; m. 18 Nov., 1869; living in Clinton, Iowa. Hannah S., m. 2d, 20 Aug., 1859, Roys, or Royce Jones, b. in Northfield, 21 Aug., 1810, d. 23 Mar., 1876, in Clinton. Children: (3) Minnehaha, b. Hastings, Minn., 27 July, 1861, d. Austin, Ill., 14 May, 1878; (4) Walter Howe, b. Hastings,

8 Oct., 1862, living in Champaign, Ill.; (5) Marion Sophia, b. Clinton, Iowa, 31 Jan., 1865, d. 13 Jan., 1875, Clinton; (6) Herbert Bridgeman, b. 26 Dec., 1867, in Clinton, and living there.

323. ISAAC BRIDGEMAN, b. 27 June, 1827, in Norwich, Vt.

324. MYRAETTE WILHELMINA, b. 27 Nov., 1830; d. 11 June, 1892, at Clinton. She m. 2 April, 1861, at Carlisle, Ind., George Washington Scott, farmer, b. 10 Mar., 1822, in New Lebanon, Ind., son of Charles and Sarah (Widener) Scott, and d. 10 June, 1903, in Clinton, Iowa. Had: (1) Charles Howe, b. 6 Sept., 1862, in Macon, Ill.; m. Danville, 27 June, 1884, Angeline Mead, and lives in New Rayner, Colo. Had: Harold Mead, b. 21 May, 1895.

207. BENJAMIN HOWE was born in Middleton, 26 Oct., 1794, and died there 14 Sept., 1830. He married, 13 June, 1822, Hannah Hutchinson Berry, born 25 Nov., 1799, daughter of Andrew and Phebe (Hutchinson) Berry, and died 18 Nov., 1890.

Children of Benjamin and Hannah H., born in Middleton:—

325. CAROLINE, b. 31 July, 1823; d. 23 Sept., 1825.

326. GEORGE, b. 4 Oct., 1826; shoemaker; d. 11 April, 1899; m. 26 May, 1852, Eliza Ann Perkins, b. Wenham, 20 June, 1825, daughter of Nehemiah and Eliza (Edwards) Perkins. No children.

327. BENJAMIN, b. 8 Aug., 1828.

328. ASA, b. 18 June, 1830.

211. MARK HOWE was born in Middleton, 25 Dec., 1803, and died in Danvers, 17 Dec., 1861. He married, 20 October, 1836, Emeline Perkins, born in Danvers 14 Jan., 1816, daughter of Moses and Lucy (Wilkins) Perkins, and died 16 Dec., 1856, in Danvers.

Children of Mark and Emeline Howe:—

329. HARRIET AUGUSTA, b. 16 Nov., 1837, in South Danvers; d. 4 June, 1882, in Peabody; m. 12 June, 1866, Oliver H. Coolidge.

330. CYNTHIA JANE, b. 29 Sept., 1840, in Danvers; m. 13 April, 1870, Ebenezer P. Trask. She also m. again.

240. PERLEY HOWE was born in Williamstown, Mass., 30 April, 1784, and died in Williamstown, Vt., 20 May, 1848. He married, 2 Dec., 1813, Martha Kingsley of

Williamstown, who was born 26 Nov., 1784, and died 20 Dec., 1825.

Children of Perley and Martha Howe; born in Williamstown:—

- 331. ORAMEL, b. 22 Nov., 1814; m. Charlotte Barber. Had: Lizzie.
- 332. MARTHA MARIA, b. 21 Sept., 1816; m. Levi Graves. Had: George, Julia, Harriet, Harvey, Sarah.
- 333. LAURA LUCINDA, b. 28 Feb., 1819; m. 15 May, 1842, James R. Stone. Had: Merrill Howe, Ella Martha (who m. Hon. M. P. Perley* of Emosburg Falls), Don C., Laura Aunette, Julia C., Belle C.
- 334. CLARISSA, b. 14 May, 1822; m. Abel Dufur. Had: Martha, Alpha, John, George.
- 335. HANNAH, b. 18 Dec., 1823; m. James Stiles. Had: Frances, Rawson, Dora, Ella.

241. HEZEKIAH HOWE was born in Williamstown, Mass., 8 April, 1786. He married, 30 Dec., 1807, Betsey Abbott, daughter of John Abbott of Holden, Mass. Some time after 1816 he removed to Bloomfield, Ohio, where he died in his 98th year.

Children of Hezekiah and Betsey Howe, born in Williamstown, Vt.:—

- 336. HEZEKIAH ABBOTT, b. 13 Aug., 1808; d. 5 Feb., 1809.
- 337. EVALINE, b. 26 Mar., 1810.
- 338. EGBERT, b. 1 Feb., 1812; d. 3 Mar., 1813.
- 339. CAROLINE SAMANTHA, b. 12 Feb., 1814.
- 340. ASA DUNNING, b. 7 Feb., 1816; he went to Bloomfield with his parents, and was there when (about 1849) his uncle Enoch visited them.

244. ENOCH HOWE was born in Williamstown, Vt., 19 May, 1792, and died there of heart disease, 2 Dec., 1890. He married, 18 Sept., 1823, in Barre, Vt., Polly Abbott, born in Barre, 12 Oct., 1801, daughter of Abijah and Abigail (Cutting) Abbott, and died, of paralysis, in Williamstown, 19 Mar., 1890. Abijah Abbott, while a young man, lived in Holden. Enoch Howe was a blacksmith till 1870. He was State representative, selectman, town treasurer, and held many other town offices.

*Mrs. Perley died 9 Jan., 1917, a woman of amiable qualities of heart and mind, and eminently helpful in church and social life. See *Perley Family Hist. and Geneal.*, p. 625.

Children of Enoch and Polly Howe :—

341. ANNA, b. 6 July, 1825; d. 23 Sept., 1856; m. 27 Dec., 1846, John Adams, jr., of Williamstown, Vt. Had: John Howe, George Enoch, Wilber Fisk, Carlos Samuel.
342. ABIGAIL, b. 5 Mar., 1830; d. 31 July, 1896; m. Lewis Pierce of Chicago. Had: Albert Howe.
343. AURORA M., b. 8 Mar., 1841; m. 1st, Ezra D. Benedict of Williamstown. Had: Anna M., Mary A., Alma P., Frank Howe, Cynthia Ethel; m. 2d, James Burnham. Had: Lula F., S. Geneva, Mattie A.

Mrs. Burnham has the true genealogical taste. She alone has furnished the earliest dates of the Vermont branch and many other facts that she, years ago, jotted down from gravestones and older members of the family. She merits the cordial thanks of the Howe family.

245. ASA HOWE was born in Williamstown, Vt., 24 June, 1794. He married in Barre, Dec., 1820, Harriet Abbott, sister to Enoch's wife and niece to Anna's husband. He was state representative in 1843. After he sold his estate to his brother Enoch, he went to Chicago, and after the big fire there, to Waukegon, where he died. They left three daughters, no son.

247. JOHN DUNNING HOWE was born in Williamstown, 11 Feb., 1798. He married there, 9 May, 1822, Sarah F. Cutler, and settled in Alden, N. Y.

Children of John D. and Sarah F. Howe :—

344. EVALINE, b. 24 Feb., 1823.
345. ORLANDO CUTLER, b. 19 Dec., 1824; m.; left no son.

249. ABRAHAM HOWE was born in Linebrook Parish, 5 Nov., 1784, and died there 24 April, 1832, of liver complaint. He married (int. 24 Mar., 1811), Sarah Bixby, born 19 Aug., 1771, daughter of Benjamin and Peggy Bixby of Topsfield, and died 12 July, 1861. He was a farmer. His home was afterwards occupied by his brother Abel.

Child of Abraham and Sarah Howe :—

346. ABRAHAM PEABODY, b. 25 June, 1816.

250. ABEL HOWE was born in Linebrook Parish, 3 Sept., 1786, and died there 24 Sept., 1855. He married, 30 May, 1810, Margaret Bixby, born 30 May, 1783, in

Salem, N. H., daughter of Benjamin Bixby, and died in Ipswich, 21 July, 1868. A large cottage monument marks their graves. Mrs. Howe was born Peggy, and she so signed a deed after her marriage. Mr. Howe was a drummer in the War of 1812 and adjutant in the militia, where his brother-in-law Bixby was a captain. He was a well-to-do farmer and a great reader of biography and history and statecraft.

Children of Abel and Margaret Howe, born in Linebrook :—

- 347. WILLIAM APPLETON, b. 22 Oct., 1810.
- 348. ADELINE, b. 5 June, 1813; cared for her parents, and then lived with her sister Margaret until her death, 29 Dec., 1894.
- 349. MARGARET, b. 6 Nov., 1815; m. 30 Dec., 1831, Isaac Hale of Boxford, a farmer and man of official station in the town. She d. Sept., 1902.
- 350. EDWARD EVERETT, b. 15 Oct., 1817.
- 351. LEVERETT SALTONSTALL, b. 15 Oct., 1819.
- 352. ABEL SPOFFORD, b. 18 Jan., 1822.
- 353. WILLARD PEEL, b. 22 July, 1824; d. 14 Oct., 1903. He was a shoemaker by trade. He entered the Civil War when 38, and after three years' service returned a veteran with ruined health. He was a natural scholar, an extensive and judicious reader, a ready speaker, and eminently entertaining in conversation. He never married.

256. CAPT. JOHN HOWE was born in Linebrook, 10 Nov., 1793, and died in Galveston, Texas, 16 April, 1850. He may have been a sea captain, though if he followed the habit of his wife's father or uncle, the title may have been military; it may have been both.

He was taxed in Topsfield in 1816-18-19, where he was a "cordwainer" or shoemaker. When his father, in 1816, would sell the last of his extensive patrimony, his son John, with \$1200, bought it—48 acres, with buildings. John sold the northern part of the purchase to Allen and Joseph Perley, and 17 Mar., 1818, for \$550, to Aaron Howe, the remainder—some eight or more acres, with the buildings, the present homestead of Lyman Howe Perley. John's mother lived with him in Topsfield, and upon her death, 5 Oct., 1818, he removed from the town.

He appears next in New York City, where at least two of his children were born (1834, 1839). His wife's maiden name is believed to have been Rosanna Geddes, and a niece of Gov. John Geddes of Charleston, S. C., who later was General in the militia. The New York directories covering the years 1825 to 1842 show four or five John Howes. One John was at first an expressman, then a carpenter, and from 1838 to 1842 a grocer. The only Geddes there was James S., a carpenter. In 1837 he became a grocer, and ere the next year died. Caroline S. A. Geddes was his widow. Did John Howe take his wife there and then take over the grocery trade? Captain Howe spent his later years in Galveston, Texas.

Children of John and Rosanna Howe, all born presumably in New York City:—

- 354. WILLIAM DAYTON, "lost in the Rebellion".
- 355. GEORGE WASHINGTON, b. 1 Jan., 1834, in N. Y. City.
- 356. ROSANNA (ROSE N.), m. 1869, Dr. Francis Spalding of Colusa, Cal., b. 26 Mar., 1824, son of Simeon Spalding. He was physician, surgeon, college professor, judge of Colusa county, graduate of Missouri State University, and held ad eundem degree of Tolland Medical College.
- 357. MARIA LOUISA, b. in N. Y. City; d. of congestion of the brain, in Marysville, Cal., 14 July, 1880, age 41 yrs. 6 mos. 19 days; m. Joseph Johnstone of Marysville; had 8 children—four living: Rosa M., Carrie M., Effie, and Joseph.

257. MEHITABLE HOWE was born 6 Oct., 1795, and died 1 Mar., 1883, in Nashua, N. H. She married, 1 Jan., 1818, Joseph Cogswell of Derry, N. H., born in Chebacco Parish, Ipswich, now the town of Essex, 13 Nov., 1791, and died, a farmer, in Nashua, 28 July, 1855.

Children of Joseph and Mehitable (Howe) Cogswell, all born in Derry:—

- 358. JOHN CLEAVELAND, b. 2 Feb., 1819; d. 20 Jan., 1912, in Roxbury, Mass.; m. 1 Oct., 1849, Mary Brown, b. in Rye, N. H.; had 5 chn., all b. in Boston.
- 359. GEORGE HENRY, b. 28 Sept., 1821; d. 25 July, 1900, in Austin, Minn.; m. 16 Mar., 1845, Sarah Jane Wells, b. in Peru, O.; variously located in Wis. and Minn.; 8 children.
- 360. JOSEPH, b. 10 Feb., 1825; d. 20 Feb., 1825.
- 361. MARY ABIGAIL, b. 13 May, 1828; d. Cleveland, O., 2 Jan., 1905; m. in Nashua, 23 June, 1853, Samuel K. Wellman of

Wilton, Me., b. Farmington, Me., 22 June, 1822. He was many years superintendent for the Nashua, N. H., Iron and Steel Co.; a man of inventive genius, with whom they installed a new type of steel furnace, the first of its kind in this country. He was a 32d degree Mason, and deacon in the Pilgrim Cong. Church till 1876, upon his removal to East Wilton, Me., where he d. 11 Sept., 1891, when Mrs. Wellman went to live with her children, seven in number, who all were b. in Nashua.

362. EMELINE MEHITABLE, b. 7 Aug., 1833; m. 7 Mar., 1872, in Nashua, George Turner, b. 15 Jan., 1826, in Bridgewater, Mass., son of Joseph and Abigail (Ripley) Turner. Had two children, Hattie Almira, b. and d. 24 July, 1873, and Abby Howe, 21 Feb., 1875; a professor of physiology in Mt. Holyoke College; has been very helpful in this work.

258. ELIZABETH HOWE was born in Linebrook, 2 July, 1797, and died in Boston, 28 Sept., 1870. In 1828 she married Johnson Colby, an employee for many years in the record department, City Hall, Boston. He died 8 Aug., 1856; was buried in Mt. Auburn.

Children of Johnson and Elizabeth Colby:—

363. JOHN HOWE, b. 10 May, 1830; d. unm. 10 Nov., 1905; succeeded his father at Boston City Hall.
364. HENRY JOHNSON, b. 10 Aug., 1832; d. 29 Dec., 1905, in Boston.

260. PRISCILLA HOWE was born in Linebrook, 11 July, 1801; and married (int. 17 Jan., 1821), Capt. John Bradstreet, cordwainer, of Topsfield, born there 9 Dec., 1771. His first wife was Mehitable Balch, who died 9 Jan., 1793; he died in Topsfield, 4 April, 1825. Priscilla married, second, 18 Oct., 1834, Samuel Conant. She removed from her Bradstreet home in Topsfield to Wenham upon her second marriage; there they died—he 10 July, 1861; she, 28 April, 1889.

Child of John and Priscilla Bradstreet:—

365. ELIZABETH DAY, b. 30 July, 1833; d. 22 Feb., 1835.

Children of Samuel and Priscilla Conant:—

366. CAROLINE ELIZABETH, b. 24 May, 1836; m. 8 April, 1857, Wm. Porter Kimball, son of Capt. Edmund Kimball of Wenham; no children.

367. LYDIA ANN, b. 2 Dec., 1838; m. 17 Oct., 1859, Calvin Blake Dodge, son of Ira Blake Dodge of Wenham; 5 children.
368. BENJAMIN HOWE, b. 22 Mar., 1840; d. 12 Aug., 1841.
369. BENJAMIN HOWE, b. 11 April, 1843; living, unmarried, in Wenham. He has contributed valuable data for this compilation.

262. CAPT. JOSHUA HOWE was born in Linebrook, 9 Sept., 1805, and died in Georgetown, 25 Dec., 1903. He married, 6 April, 1826, Charity Bailey of Ipswich, born there 28 Sept., 1806, daughter of Peirce and Salome Bailey. She died in Georgetown, 16 May, 1876. Mr. Howe was seen mowing in his field when 98; read during his latter years without glasses; was grandson of Capt. Abraham, "a soldier of the French War"; settled in Georgetown, 1823, where he learned and practiced shoemaking; was militia captain, commissioned 14 June, 1834, by Gov. John Davis, and served till, at his own request, he was discharged, 11 June, 1838. His company was called "The Lafayette Guards".*

Children of Joshua and Charity Howe:—

370. MARY LUOY, b. 17 Aug., 1827; m. 3 Feb., 1846, James H. Ryder; and d. 8 Aug., 1863. Had: (1) Frank, who m. and had child; (2) Charles, who m. and had 4 chn.
371. BENJAMIN SCOTT, b. 7 Dec., 1835; m. 1858, Elma G. Felch; d. 10 May, 1912; shoemaker. Had: (1) Augusta; (2) Grace, lived in Haverhill.
372. WILLIAM HENRY, b. 20 May, 1839; m. 1858, Martha Felch; shoemaker; d. in Lynn; one child, d. y.
373. HARRIET AMELIA, b. 4 June, 1845; d. 13 June, 1905, in the Worcester Asylum. She took devoted care of her aged father till his death in 1903.

*Naming militia companies then was very popular. Ipswich had "The Washington Blues"; Topsfield, "The Warren Blues". The writer has the banner of "The Washington Huzzas," a troop of horse.

(To be continued.)

THE ENGLISH ANCESTRY OF THE STRATTON FAMILY.

Lechford's Note Book makes mention of Anne Stratton of Salem, widow of John Stratton of Shotley, county Suffolk. The following pedigree of the family has been found among the notes of the late J. Henry Lea, who states that it was compiled from an original manuscript by "J. R. H."

1. EDMUND STRATTON of Shotley, Eng., whose will was dated 30 Sept., 1474, died 11 Oct., 1476, and was buried in Shotley Church. Inquest post mortem 31 Oct., 1476. His wife Margaret received, under his will, the manor of Thorkalton for life.

Children :—

- I. AUGUSTINE, who received, under his father's will, the manor of Thorkalton for life, after his mother's death. He was aged 40y. in 1477, and d. before 1498.
2. II. GEORGE, d. 1498.
- III. JOHN.

2. GEORGE STRATTON of Shotley, who received, under his father's will, the manor of Lerington, and, after the death of his mother and brother Augustine, the manor of Thorkalton. He entailed the manor of Kirkton by deed and the manor of Thorkalton by will. He died the Friday after the Feast of Pentacost, 1498. Inquisition post mortem 28 Oct., 1498. His wife's name was Elizabeth.

Children :—

3. I. GEORGE, b. 1490.
- II. ELIZABETH, devisee under her brother's will of a tenement in Shotley. She m. a Hawys.

3. GEORGE STRATTON of Shotley, gent., born 1490. He inherited the manors of Kirkton and Thorkalton. His will, dated 24 Aug., 1547, was proved 12 June, 1548

(*P. C. C.*, 9 *Populwell*), and he was buried in Shotley Church. His wife was dead in 1548.

Children :—

4. I. JOHN, d. 16 Sept., 1560.
- II. ANTHONY, received a bequest under his father's will and was probably of age 1547. He was to receive a bequest under the will of his brother John (1559) if alive.
- III. ROBERT, under his father's will was to receive £20, to be paid in 1550.
- IV. MARGARET, bur. at Shotley, 28 Apr., 1574. She received £30 under her father's will, to be paid in 1552, and also a legacy under the will of her brother John (1559), being then unmarried.
- V. PHILIP, received £20, to be paid in 1554, under his father's will, and a legacy under that of his brother John in 1559.
- VI. KATHERINE, was a legatee under her father's will. She m. Fras. Harman and had 4 chn.

4. JOHN STRATTON of Shotley, Esq., inherited the manors of Kirkton and Thurkulton. His will, dated 8 Dec., 1559, was proved 16 June, 1561 (*C. C. Norwich*), and he died 16 Sept., 1560. Inquisition post mortem 23 Sept., 1560. He married Cicily, daughter of Thomas Felton, Esq., and of Cicily his wife, former wife of Mich : Sampson, Esq. Marriage settlement dated 24 Aug., 25 Hen. VIII (1534). She proved his will in 1561.

Children :—

5. I. THOMAS, b. 1546; d. 29 May, 1596.
- II. MARY, received a bequest under her father's will.
- III. ELIZABETH, received a bequest under her brother's will (1596). She m. a Hankyn and had 3 chn.

5. THOMAS STRATTON of Shotley, Suffolk and Dedham, Essex, gent., was born in 1546. He inherited the manors of Kirkton and Thurkulton. His will was dated 15 Apr., 1596, and he died at Dedham 29 May, 1596, was buried at Shotley 1 June, 1596. Inquisition post mortem 19 Jan., 1596/7, and his will was proved 4 Nov., 1596 (*P. C. C.* 84 *Drake*). He left lands, in trust during his minority, to his cousin John Morgan of Ipswich, gent. He married before 18 Aug., 15—, Elizabeth (1573),

Dorothy —, who was executrix of his will. She later married a Linton, and administration of her estate was granted to her son John, 4 Mar., 1616/17, at Ipswich.

Children:—

6. I. JOHN, b. about 1581.
- II. BENJAMIN, who had an annuity of £10 under his father's will and was a legatee of his brother John in 1621, was bur. at Shotley 23 May, 1627.
- III. MARY, who was a legatee under her father's will in 1596 and was then m. to a Harrison.
- IV. ELIZABETH, also a legatee under her father's will.
- V. JOSEPH, d. about 1641.
- VI. SARAH, who m. a Beriff and had a dau. Sarah.

6. JOHN STRATTON of Shotley, Suffolk, and of Ardleigh, Essex, gent., was aged 15 years and 99 days 19 Jan., 1596/7. He inherited the manors of Kirkton and Thureculton at 21. His will was dated 24 Sept., 1621, and he died at Ardleigh and was buried at Shotley 4 May, 1627. The will was proved 19 May, 1627 (*P. C. C. 52 Skynner*). He married Anne, probably Derehaugh, a daughter of Mrs. Mary Dearhaugh of Barrington, Suffolk. She was still living and was plaintiff in a suit against William Pester at Ipswich, Mass., in 1642 (*Records of the Quarterly Courts of Essex County*, vol. I, p. 41). She lived in Salem, and was aged 50 in 1640.

Children:—

- I. JOHN, a minor in 1621, was a legatee under his father's will of the manor of Thureculton, after his mother's death. He had a grant of 2000 acres of land in New England 1 Dec., 1631, having then resided there for three years. He was of Salem in 1631, took the Freeman's oath 21 May, 1663. A fine levied in the General Court was ordered to be remitted 19 Sept., 1637, if he go to Merrimack. (*Pope's Pioneers of Massachusetts*.) He was a proprietor of Charlestown in 1638. (*Wyman's Genealogies & Estates, Charlestown*.)
- II. WILLIAM, a legatee under his father's will of £100 at 21. He was to come to New England in 1628, but was left behind by his uncle Joseph as his executor deposed in 1640, William being then deceased.

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- III. ANTHONY, a legatee under his father's will of £100 at 21.
- IV. ANN, a legatee under her father's will of £100 at 18.
It may have been she who m., about the 6mo., 1661,
William Lake at Salem (*Salem Court Records*).
- V. MARY, also a legatee under her father's will of £100.
- VI. ELIZABETH, who likewise received £100 at 18, under
her father's will, was b. about 1616, and came to
New England in the "Increase", 15 April, 1635, ae.
19. She m. John Thorndike of Salem, gent.
- VII. DOROTHY, received £100 at 18 under her father's will.
She was of Salem, unm. in 1641 (*Pope's Pioneers*).

7. JOSEPH STRATTON, was a legatee under his father's will of £100 at 21, and also received a bequest under his brother John's will. He d. at James City, Va, and adm. was granted to his relict Joan, 2 June, 1641 (*P. C. C.*).

—*Henry W. Belknap.*

DOCUMENTS RELATING TO MARBLEHEAD,
MASS.

(Continued from Volume LIV. page 32.)

To the Constable of Marblehead

These Require you in his Majestys name forthwith to sumon & require the Comittee of Militia in the Towne Left Ward & Ensigne Norman & others to make their Appearance before the Council sitting in Boston on the 7th day of the Instant to Answer for thier neglect in not Impressing Six able persons according to the Major Generall last warrant for the eastern service, so as the Countrys was wholly neglected making their returne at or before the time heereof fayle not Dated in Boston the 6th of September 1676.

By order of the Council Edward Rawson Secretary

Mass. Archives, vol. 69, p. 50a.

Robert Roules of Marblehead marriner Aged 30 years or thereabouts belonging to the Catch William & Sarah of Salem saith that Joseph Boovey going out Master of hir in a ffishing voyage having Caught & being about half loaden with ffish riding at an anchor at port Latour nere Cape Sable on the Easterly side on the 7th of this Instant July being Saturday purposing & taking wood & water on the second day following intending to goe on in their fishing designe but on the Lords day being the eighth instant in the Dawning of the day Came on board them on Cannoo of Indians as were as he Cann Guesse Nine or tenn with their Armes ready fixt loaded & Cockt Your deponent first espying of them stopt doune to save himself from the shott which the Indian lett fly & fell against the winlase & so did no hurt the deponent Called to them what you kill English men he Answered if English men shoot we kill, if not we no kill & bid us come up & Go-

ing up they bound him & the other 4 English marriners with lins, the master being on : one after another stripping them of all their cloathes only left him a gresy shirt wescut & draws they used to fish in with their stockings & shoes which were in there Cabyn : giving us liberty to sitt upon Deck bound as they were till about two of the clock in the Afternoone & then loosened them and Comanded them to sayle towards Penobscot which they endeavouring to doe the winde shorthing they Came to an Anchor lying there till the second day in which time they told us they intended to kill us & all the Englishmen aboard the five Catches being 26 men & boyes except three on the 2d day they Comanded us & the other Catches to sett saile together for Penobscutt the Indians being in all the Catches Disperst about seventy or eighty. wee espying a barque Gave hir chase & tooke hir She was Mr Wats vessell wee haling & he telling us he was from Boston on a fishing voyagr wee having to prevent murder advised the Indians to lye close tho cockt & the English would deliver accordingly Came up with said Watts told him that he & his vessell was taken at which they laught but telling him & his Crew if they did not strike imediately by lord they were all dead men on which they loured & yeilded on which the Indians all to foure went & boarded them having Devided the Englishmen & mixt them sending our master Boudy & one more of their Company aboard another Catch, & left the deponent as Master of sayd Catch they wholly dislikeing the said Bovey & another old man aboard to be Master which the deponent desired & being with the said Watts as they sent two of theires away so they tooke two of Wats men whereof one was William Buswell & presently after they Came on boarde espying a Saile wee were Comande to saile for them which wee did till it grew dusky & then the Indian Sagamores on board Comanded them to bear up on the helme but the Deponent being at the helme refused to bear up at which the Old Sagamore grew Angry whereupon William Buswell tooke him by the throat tript up his heiles & kneeld on him stopt his mouth with his hatt & kept him downe with his knee & Richard Downing striving with another Indian getting him downe endeavouring to

throw him overboard the Indians leg being entangled about said Buswell he said Buswell took his legg & helpt to throw him overboard & spying the other Sagamore in the C[] in the foreCastle they called to some of their Company to shut the scuttle downe on him & keep him fast which they did in the meane time the Company layd hold of another Indian & threw him overboard, & then tooke & bound the two Sagamores the old yung & & so made all the Sayle they Could & steered away east south east about 36 leagues or 40 & so through mercy came safe to Marble head on the 15th day a little before sun doune where Coming to an ankor a Rumour being gon out that wee were killed, many people came to the water side & haling us & coming on board us: askt us why wee kept them Indians alive & had not killed them they Answered they had lost all their cloaths & hoped by this meanes to Gett somewhat towards there losses by these Indians, but the people seemed Angry, but they told them they would Carry them on shoure to the Constable to secure them their so they might be carried to the Court at Boston & came on shoare with them bound with their hands behind them: but being on shoare the whole Towne flocking about them: especially the women layd holt on the Indians hair at which the Indians laught but the weomen by thrusting of your deponent & throing stones at them, Gott the Indians into there hands & with stones & billets & what else they know not they made an end of the Indians which they saw not till they saw them lye dead & all there heads bones & flesh pulld & they further say that the tumultation was such by the weomen that for their lives they Could not ascertain or tell any particular woman, it was so Generall the weomen Crying out if they had bin Carried to Boston they would have lived but if there had bin forty of the best Indians in the Country they would kill them all though they were hanged for it neither Constable Mr. Mavericke nor any suffered to come nere them.

taken upon oath this 17th of July 1677:

Edward Rawson Secretary

Mass. Archives, vol. 69, p. 158.

To the Honoured Generall Court now sitting in Boston the humble Petition of Thomas Vary of Marblehead humbly shewes.*

Whereas your Petitioner in the late Indian warre under the command of Capt. Thomas Louthrop being impressed from this place was there sorely wounded, having his great thigh bone broken in peices by a shot, and thereby after his coming hither disabled for nine months to get his livelyhood by which means he was for his diett in the said time indebted nine pounds, which summe though in part it hath bin defrayed & discharged by the said Towne, yet a good part of it is yet behind for no part of which summe there hath bin any allowance att all from the Countrey. Your Petitioner being therefore indebted still for part of the aforesaid summe, and a lame man, not thoroughly cured of his wound, not without pain & difficulty especially att sometimes earning what little he can, humbly requests his case might be so farr considered, as att least to pass some order for clearing him of the aforesaid summe, and he shall humbly pray &c remaining

Your infirme and cripled Servant,

Thomas
Thomas Vary

The majestrates referr the petitioner
to the Comitee for wounded souldiers
their consideration ther brethren
the Deputyes hereto consenting

11th February 1679

Edward Rawson Secretary

The Deputyes Consent not hereto, but Judge meete to allow the petitioner six pounds in money to be payd by the Country Treasurer desireing the Consent of our honoured majistrates hereto

William Torrey Cleric

Consented to by the Majistrates

Edward Rawson Secretary

*See Mass. Bay Records, vol. 5, p. 264.

In Answer to the petition of Thomas Vary of Marblehead a wounded souldier in the late warre not perfectly cured of his wounds &c the Court Judgeth it meet to grant the petitioner sixe pounds to be paid by the Treasurer in mony.

per E R S

Mass. Archives, vol. 69, p. 260a.

To the Honoured Generall Court sitting in Boston the humble Address of the Committee of Militia of Marblehead most humbly sheweth*

Whereas sometime since in the year 1676, in the late Indian Warre, the honoured Councill of this Colony was pleased to lay a mulct of ten pounds on the said Committee for not sending such a number of impressed souldiers as by warrant from the Major Generall they were enjoined to doe, which fine though never yet actually paid, yet was entred on file, and is payable to the then Countrey Treasurer; These are to informe your Honours, that in obedience to the said warrant we used our utmost endeavour for raising the said souldiers, and impressed the full number required, but the order for their sending away coming att such a juncture of time, wherein most of our men were at Sea, and the persons impressed refusing to make their appearance att the time appointed, and some to this day not to be found, could not att that instant answer the expectation of the Countrey, but did the more carefully afterward sett our selves by all ways & means to comply with all after orders. Your petitioners therefore being not able to charge themselves with the neglect or contempt of Authority (which att that instant and att all times we are ready to yeild willing subjection) though not clear of the guilt of indiscretion in not impressing more than our number and men of estates, and hoping the present censure was mostly in order to the strengthening of our hands in any such after service, humbly request your candid interpretation of the said action and that your clemency may be extended so farre towards us as to remit and take of the said mulct. And we shall ever as in duty bound pray for your welfare being ever

*Mass. Bay Records, 5/307.

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Your most humble Servants Moses Mavericke

This petition granted by the Samuell Ward
Deputies our honoured majestrats Richard Norman

Consenting hereunto: John Legg

17th : March 80/81 per order :

Andrew Mansfield

Not Consented unto by the Majistrates but the majority
have voted an Abatement of halfe the fine there brethren
the Deputyes hereto Consenting

Edward Rawson Secretary

In margin, Consented to by the Deputys

William Torrey Cleric

Mass. Archives, vol. 70, p. 21.

(To be continued)

ADDITIONS AND CORRECTIONS TO THE LAMBERT FAMILY OF SALEM, MASS.

Attention is called to the following corrections of the genealogy of the Lambert family as contained in the issue for January, 1918.

Under 25:—Preserved Lambert died Apr. 20, 1782, and the estate of Captain Thomas Mason was administered May 18, 1747. He was a master (as were Captain Jonathan Mason and Captain Jonathan Peele, his son and son-in-law,) in the West India trade, before the Revolution, and an important man in the commercial life of Salem. The son Samuel probably died young, and in addition to the children given there were two daughters, Margaret, born Dec. 24, 1728, who married Aug. 30, 1750, Capt. Jonathan Peele, and Abigail, who died unmarried Oct. 30, 1801. A son Jonathan, born 1733, married Susannah Babbidge, intention Jan. 22, 1756.

Under 69:—Mary Lambert. The daughter Hannah, died May 4, 1834.

Under 70:—Elizabeth Lambert. A daughter Betsey was baptized Oct. 30, 1785, who doubtless died young. The birth of the second daughter of that name was taken from the Hodges Genealogy, but according to a member of the family she celebrated March 4th as her birthday and not February 29th.

NEWSPAPER ITEMS RELATING TO ESSEX
COUNTY, MASSACHUSETTS.

(Continued from Volume LIII, page 304.)

We hear from Haverhill, that some time since, one Mrs. Smith, spun, wove and hem'd a towel after she enter'd her 98th year, which she made a Present of to the Parson of the West Parish's Wife, as a token of her esteem, to perpetuate her memory.

Boston Evening Post, February 29, 1768.

BANKRUPTS.

Joseph Remick, of Newbury-Port, Ship-Carpenter.

William Alford, of Newbury-Port, Victualler.

Dr. John Newman, of Newbury-Port, Physician.

Boston Evening Post, February 22, 1768.

Jacob Treadwell, of Ipswich, Innholder.

Ebenezer Lowell, of Newbury-Port, Hatter.

John Geer, of Newbury-Port, Stay maker.

Benjamin Ingalls, of Newbury-Port, Gentleman.

Boston Evening Post, February 29, 1768.

Richard Skinner, of Marblehead, Merchant.

Sawuel Bradley, of Haverhill, Trader.

Daniel Conant, of Beverly, Husbandman.

Boston Evening Post, March 14, 1768.

We hear from Ipswich, that on Saturday 7-Nights a sorrowful Accident happened there viz. an Apprentice Lad of Mr. Joseph Edwards, of this town, Bookseller, named John Wainwright, being on a Visit to his Friends there, with another Lad an Apprentice to Mr. John Choate, of that Town, went down the River to gun, and being almost calm, they put some Sand in the Canoe, being very light Loaded, and set off to come up at half Flood, there was but one Place they had to pass that the

Water was more than 4 or 5 Feet deep, and that but a few Rods, where it is supposed they were overset and drowned : The Bodies were found the next Day and decently interred on Monday.

Boston Evening Post, April 4, 1768.

On the 30th ult. after a tedious Illness, died at Salem, in the 22d Year of her Age, Miss Anna Cabot, eldest Daughter of Mr. Francis Cabot, a noted Merchant of that Town.

Boston Evening Post, April 11, 1768.

We hear that Mr. William Clark, Son of the Rev. Mr. Peter Clark, of Danvers, intends for England to obtain episcopal Ordination, but for what Parish we do not learn.

Boston Evening Post, April 18, 1768.

THIS DAY IS PUBLISHED [*Price Eight Pence*] And sold by T. & J. Fleet, in Boston ; Sold also by Bulkeley Emerson & Daniel Balch, in Newbury.

Boston Evening Post, May 2, 1768.

Capt. Gilford from Green-Island, at the Northside of Jamaica, left there a Brig from Salem, whose Captain died a few days before he sailed.

Boston Evening Post, May 2, 1768.

Last Friday se'night died at Danvers, after a languishing Confinement, in the 76th Year of his Age and 51st of his Ministry, the Rev. Mr. *Peter Clark*, Pastor of the first Church in that Town.

We hear from Beverly, that Yesterday se'night, after Divine Service in the Afternoon, the House of Mr. Osman Trask, jun. of that Place, was struck by Lightning and very much shattered : Mr. Trask fitting in one of the Rooms with a Child in his arms, was struck down & stunn'd, and the Child thrown across the Room but not hurt ; several others of the Family were present, but received no Damage.

Boston Evening Post, June 20, 1768.

Last Week, a Boat crossing the Ferry at Almsbury was overset, by which Accident one man and a Horse were drowned.

Boston Evening Post, June 27, 1768.

Haverhill, West Parish, *June 7, 1768*. About 7 o'clock, P. M. there appeared a very remarkable Phaenomenon; the air being clear, a ball of Fire or Meteor was seen in the horizon, with a motion from north to south, for some distance, leaving a regular tail of fire behind it, which presently became irregular and appeared in a curvilineal or mix'd angular form, or like crinkling lightning; soon after was heard an explosion, exactly like the breaking of a Bomb in the air, and appeared not to be much higher; after which followed a rumbling noise like thunder, for about 20 or 30 seconds of time, then another explosion like the former was heard, but not quite so loud; after which a different noise was heard like crackling thunder or beating of drums, which lasted about two minutes; some persons say they heard a regular beat like the beating of a drum:—At the same time a Ball of Matter fell to the earth, which entered into it some feet; and it appears by the place the Matter made in the earth, that it burst therein as the dirt and stones were scattered round some rods, and the report was heard 20 or 30 miles round.

Boston Evening Post, July 4, 1768.

About 7000 Ounces of Silver collected in Salem from the new Duties, it's said, were last Week bro't to this Town for Exportation or Consumption.

Boston Evening Post, July 11, 1768.

Falmouth, Casco-Bay, July 5, 1768. "Last week, during the sitting of the Superior Court here, John Chipman, of Marblehead, Esq; Barrister at Law (a Gentleman of a peculiar benevolent Disposition, who was much respected and beloved) was suddenly seized in Court with an Apoplectic Fit, and in a few Hours died. He had for some time been in an ill state of Health. His Remains were decently interred, being attended by the Judges, the Gentlemen of the Bar, of the Town, and many People of the Neighborhood.

Boston Evening Post, July 11, 1768.

BOSTON July 18, 1768. Last Saturday at a very full Meeting of the Freeholders and other Inhabitants of the Town of *Marblehead*, legally assembled, the following

Vote of Thanks to the 92 Members of the late House of Representatives, who were against "Rescinding," was passed and ordered to be published :

To the Hon. *James Otis*, Esq ; Hon. *Thomas Cushing*, Esq ; Mr. *Samuel Adams*, *John Hancock*, Esq ; *Joseph Williams*, Esq ; and 87 others.

Gentlemen,

When a Lawful Attempt to unite a considerable part of the subjects in dutifully petitioning to the Throne, and decently remonstrating to the British Parliament for a redress of grievances is called a measure of an inflammatory nature, and evidently tending to create unwarrantable combinations, and to excite an unjustifiable opposition to the constitutional authority of Parliament, and to revive the unhappy divisions between Great Britain and her Colonies ; and when it is industriously endeavored to throw the odium of the whole upon a few individuals, and artfully insinuated to be only the attempt of a desperate faction, and no ways agreeable to the sentiments of the people in general : When this is the case, it is most certainly the duty and interest of every people who would not tamely part with their rights and liberties, to interfere, and let the world know their sentiments in such a case.——

Wherefore the Freeholders and other Inhabitants of the Town of *Marblehead*, at a meeting legally held for the purpose, have unanimously voted to return, in this public manner, their sincerest and hearty Thanks to you, Gentlemen, the worthy Members of the late honorable House of Representatives of this Province, for your steady resolution in adhering to the just rights and liberties of the subjects, when it was required of you to rescind the Resolves of a former House relating to the circular letter sent to the other Provinces in February last, desiring them to join in a dutiful petition to his Majesty ; and to assure you of their inviolable regard and respect for you, and all others animated by a spirit of such true Patriotism.

Per Order, Benjamin Boden, *Town-Clerk*, *Marblehead*,
July 16, 1768.

N. B. *The afore-mentioned Town-Meeting was convened upon the Petition of NINETY-TWO of the Freeholders of said Town, and said Meeting was fuller than ever known.*

Boston Evening Post, July 18, 1768.

We hear from Salem, that a Meeting of the Inhabitants of that Town was held there on Monday last, when, it is said, they passed Votes of the following Import.—1st, That the Town of Salem approves of the Proceedings of the late House of Representatives in not Rescinding.— And 2d, That the Thanks of the Town be given the Gentlemen of the late House for their Firmness in defending the Liberties of the People.—

We are informed, that about 30 of the principal Inhabitants of Salem, immediately upon passing the above votes, signed a Protest against the Proceedings of the Meeting, as they thought the Town had no legal Right to call Meetings of that sort; that it was imprudent at this time to pass any Vote about the Matter; and that it was absurd to thank an Assembly not now existing.—But we have not, as yet, received any authentic Account from thence to publish.

Boston Evening Post, July 25, 1768.

Last Thursday died at Salem, Mrs. *Lydia Hill*, who for many years kept the Post-Office.

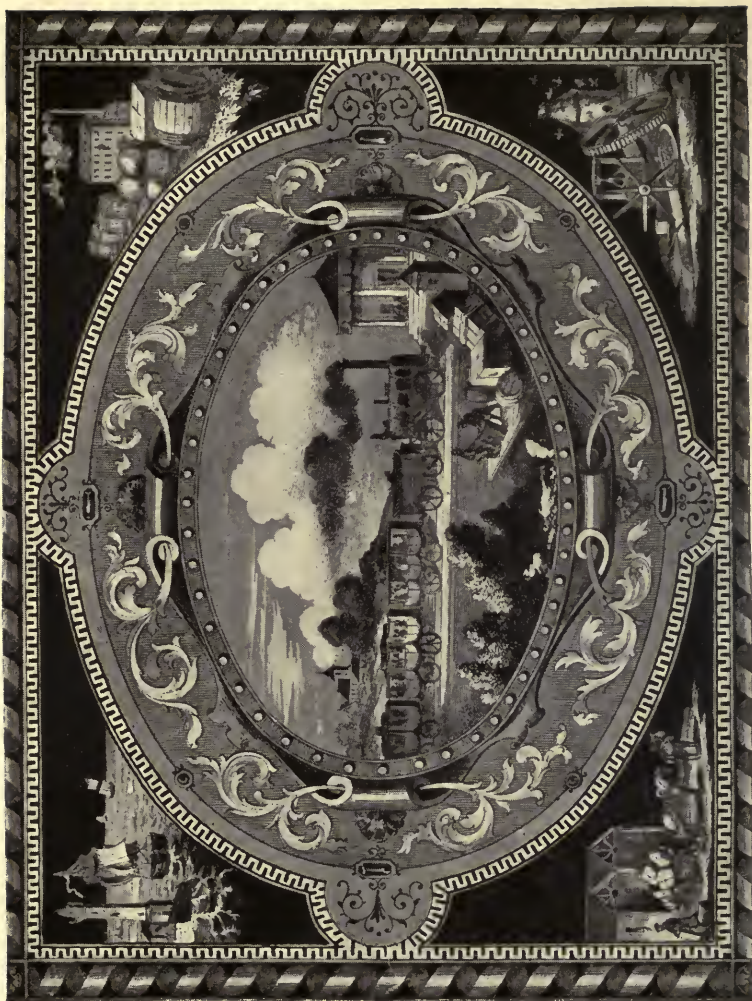
Boston Evening Post, August 1, 1768.

Newbury-Port, August 2, 1768. On the 30th of last Month died, of a short Fever, Mr. *Ebenezer Little*, in the 53d year of his Age.—He was a wealthy Merchant, and a worthy Elder of the Presbyterian Church here. His eminent Piety towards God, and Beneficence to Men, especially to the poor and distressed; his high Esteem of the Ministers of Christ, and the great Pleasure he took in entertaining them at his House, have rendered our Loss so much the greater, and his Death the more lamented.

Boston Evening Post, August 8, 1768.

(To be continued)

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THE ORIGINAL TRAIN, BOSTON & LOWELL R. R. 1835

HISTORICAL COLLECTIONS
OF THE
ESSEX INSTITUTE

VOL. LIV.

JULY, 1918.

No. 3

THE BOSTON AND LOWELL RAILROAD,
THE NASHUA AND LOWELL RAILROAD,
— AND —
THE SALEM AND LOWELL RAILROAD.

BY FRANCIS B. C. BRADLEE.

It is not easy for the ordinary person to realize the growth of our country or to call up in imagination the past as it was, say eighty or ninety years ago. At that time there were only twelve houses standing on the territory that now comprises the city of Lowell, which same territory now houses nearly one hundred thousand population; Lawrence was then only swamps and pastures. But the development of transportation facilities is more surprising.

In 1821 there were, as before noted, only a dozen houses where the great "cotton city" now stands.

In 1822, under the lead of Messrs. William Appleton, Patrick T. Jackson and Kirk Boott of Boston—the latter an energetic Englishman who had come from the cotton manufacturing districts of England—it was determined to use the water power at Pawtucket Falls, and a company called the "Locks and Canal Company on Merrimack River" and corporations for cotton manufacturing were organized, buildings undertaken, and on Sept. 1,

1823, the first wheel of the Merrimack Company started.

During the next six or seven years the growth of the business was so great, population so increased, and transportation of raw materials to Lowell and of manufactured goods therefrom was so great an item, that the same enterprising men who had started the mills saw that, for the proper development of their investments, there must be better carrying facilities between Lowell and Boston. A few years before this date a canal had been dug around Pawtucket Falls for boats, and these ascended the Merrimack through other canals and locks at Wicassee, Amoskeag and Hooksett Falls and Bow Canal to the upper landing in Concord, N. H., 85 miles from Boston.

Thus boats went through the Middlesex Canal from Boston harbor, passing through Woburn and Wilmington. The line of this canal may still be seen at many points south on the line of the railroad from Boston to Lowell.

It is interesting to note that before any steamboats had made trips in Boston harbor (1817), a steam canal boat, the "Merrimack", had plied between Boston and Lowell on the Middlesex canal.

Besides this canal, there were "six stage coaches, drawn by four or six horses each, which passed daily from Boston to Lowell and back, making in all 39 passages weekly in each direction. . . . The stages were usually fully loaded, and it was computed that they conveyed from 100 to 120 passengers daily from one town to another." (Committee Report to the Massachusetts legislature of 1830.)

It was found there were sixteen tons of freight daily passing between Boston and Lowell from the manufactories, and eight tons of other merchandise, making in all twenty-four tons of freight daily, all of which could now be easily transported in two box railroad cars going to and from Lowell.

But it was then found that the Middlesex Canal, closed by ice in the winter, the highways, sandy in the summer, muddy in early spring and winter, and often blocked by snow in mid-winter, were not sufficient for the growing needs of Factory village.

In 1826 the first railroad in America was completed,

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PATRICK T. JACKSON
Treasurer Boston & Lowell R. R., 1830-1847

three miles in length, extending from the Quincy granite quarries in Massachusetts to the Neponset river, for the movement of granite. Horses were used as the motive power. Thomas Handyside Perkins, a merchant of Boston, was the builder and president of this pioneer road. The laborers who worked on the construction of it were paid only \$12 *per month* and board, with long days at that, and it is of interest to repeat here a description of the road-bed published at the time. "The road is constructed in the most substantial manner. It rests on a foundation of stone, laid so deep in the ground as to be beyond reach of the frost . . . the rails are laid on stones eight feet in length . . . at a distance six or eight feet from each other . . . the rails are of pine timber, on the top of which is placed a bar of iron. . . . The carriage wheels are of a size considerably larger than a common cart wheel. . . ." The same year (1826) another railroad, nine miles in length, was opened among the coal mines of the Lehigh region in Pennsylvania.

These and other experiments moved the owners of the Lowell investments to agitate for the construction of a railroad between Boston and Lowell. The owners of the Middlesex canal strenuously opposed it, saying in their remonstrance to the Massachusetts legislature: "We believe there never can be a sufficient inducement to extend a railroad from Lowell westwardly and northwestwardly to the Connecticut river, so as to make it the great avenue to and from the interior, but that its termination must be at Lowell, and consequently that it is to be a substitute for the modes of transportation now in use between that place and Boston, and cannot deserve patronage from the supposition that it is to be more extensively useful."

This amuses us now, when the relative value of canals and railroads and the great through lines which extend beyond Lowell are considered.

Disregarding all remonstrances, the legislature of 1829 ordered a survey between the points, and Mr. James Hayward made and presented it, Gov. Levi Lincoln transmitting it on January 7 to the legislature of 1830. This survey showed that the building of such a road was feasible. The "Records of the Directors of the Propri-

etors of the Locks and Canals on the Merrimack River " show that on January 18, 1830, Patrick T. Jackson, Esq., of Boston (to whom more than any one else belongs the credit of successfully building the road in the face of every kind of discouragement and ridicule), addressed a request to Kirk Boott, Esq., agent, asking him " to call a meeting of the Directors . . . at which I shall propose . . . a meeting of the Proprietors of that stock to the project for building a railroad from this place (Boston) to Lowell." The directors met on the 22d and the proprietors on the 27th, at the house of Mr. Jackson, where the first organized action was taken to secure a charter for such a road. It was granted, and the act of legislature bears the date June 5, 1830. The charter was a perpetual one, giving the company for thirty years the exclusive right to supply railroad facilities between Boston and Lowell, which the State courts afterwards sustained them in asserting.

Several routes had been surveyed and considered, but finally to avoid the steeper grades the one running between Charlestown and Cambridge, through Medford, West Cambridge, Stoneham, Woburn, Wilmington, Burlington, Tewksbury and Billerica to Lowell, a distance of 26 miles, was chosen.

The construction of the road began at once, Irish laborers being principally employed to do the heavy work.

To lessen the expense, only a single track was at first laid, but Mr. Jackson reported to the directors that " it is expedient to purchase land and lay out the road contemplating a double track." It was determined that the construction should be of the most solid character, and the road was built accordingly. The track to be substantial and require little repair, was laid on ties of split granite. Beneath each rail of the outward track (which was the first one built) was laid a wall of stone, about four feet in height for the entire length of the road. After the road was opened, however, the stone sleepers were soon given up, as they were found to make the track too rigid. The rails of that day were not the now universal T pattern, but were what were called " fish bellies ", because perpendicularly they were widest in the middle and

tapered off at the ends where they entered the chairs. Those on the Boston and Lowell Railroad were of iron and weighed only 35 pounds to the yard.

The "cut" through the ledge at Lowell and the building of the Chelmsford street bridge at the same place, were, in 1834, considered wonderful feats of engineering. On many early American railroads the rails were of strap iron spiked on wooden rails, the effect of the rolling wheels on the top side of the iron was to curve the same and loosen it also; and an unpleasant feature of primitive railroad travel was the "snake's head" or end of a loosened rail punching through the floor of the car, to the passenger's discomfort, not to say danger.

The old Boston and Lowell was originally so well located that there was no grade over ten feet to the mile, and the same is now true between Boston and Lowell, except at the overhead crossing of the Fitchburg division of the Boston and Maine at Somerville. And this fact, with wide easy curves, good equipment and careful management, goes far to account for the remarkable fact that for many years no passenger was ever fatally injured while within its cars.

The original estimate for building the road with a single track (exclusive of the cost of depots, engines, cars, etc.), was \$469,296.79, but, according to the annual report for 1835 (issued just before the road was opened), it was stated that "the cost will not be much less than a million dollars. . . ."

At first the capital of the Boston and Lowell Railroad consisted of \$1,200,000 in paid up shares of a par value of \$500 each, probably the only railroad corporation in the country with a par of over \$100; to which it was changed in January, 1885, by dividing each share into five. In March, 1837, the legislature authorized the company to increase its capital stock by \$240,000. Until 1854 the Massachusetts railroads were not allowed to fund their floating debts by means of bond issues, improvements and new construction had to be paid for by new issues of stock, or notes signed by the directors or principal stockholders. The original board of directors of the

Lowell road were: George W. Lyman, Kirk Boott, Patrick T. Jackson, William Appleton and J. F. Loring.

While the road was under construction it was not yet decided what sort of propelling power should be used; whether horses drawing the cars or working in them as a tread mill, or even sails, all of which experiments were made on the Baltimore and Ohio and the South Carolina Railroads in 1830. Were horses to be adopted as the motive power, it was considered probable that small parties of passengers could hire cars and go and come at their pleasure on the road, thus carrying out the old idea of a turnpike the use of which was free to all. But the successful experiment of George Stephenson in October, 1829, on the Liverpool and Manchester Railway, with his steam locomotive engine "Rocket", attaining a speed of 30 miles an hour, with a loaded carriage attached, soon decided the question of propulsion.

The "New Hampshire Telegraph" of Nov. '17, 1832, published at Nashua, N. H., says: "The ship 'Choctaw', at Boston from Liverpool, has on board a Locomotive engine, with apparatus complete, intended for the Lowell Railroad. She has also brought for the same purpose about 2000 bars of railroad iron".

At length the great day arrived, and on June 24, 1835, the Boston and Lowell Railroad was opened for travel. The notices in the newspapers of this historic event are meagre and unsatisfactory, far less mention is made of this pioneer line than of later and less important railroads. The Boston Advertiser of June 24 says: "It will be perceived by the advertisement of the company, that the cars are to commence their regular trips on this route for the accommodation of passengers to-day."

The Boston Mercantile Journal makes the following mentions in its issues of June 25 and 26 respectively: "Boston and Lowell Railroad — The cars commenced running to-day, making two trips each way during the day, leaving Lowell at 6 A. M. and 2 1-2 P. M., and Boston at 9 1-2 A. M. and 5 1-2 P. M. After this week the Company will run two engines and make as many trips as the public convenience may require, giving due notice of the future arrangement," and: "The cars on the Lowell

Railroad commenced running Wednesday morning. The cars came to Boston yesterday with the mail in 1 1-4 hours."

The earliest time tables were as follows : (in the Boston Mercantile Journal for June 25, 1835.) "Boston and Lowell Rail-Road. The cars will continue to run till further notice as at present, viz :—

Leave Lowell at 6 A. M. and 2 1-2 P. M.

Leave Boston at 9 A. M. and 5 1-2 P. M.

No baggage can be taken except what belongs to passengers. Allowance to each, 40 lbs. As soon as Burthen (freight) cars can be provided, notice will be given for the transportation of merchandize.

Tickets may be had at the Depot, corner of Leverett and Brighton streets. Price \$1.

George M. Dexter, Agent."

Mr. Dexter was what we should now call the superintendent, but in those early days the directors designated him "agent", as in the mills. This title did not long survive.

Another early advertisement is interesting to reproduce, showing as it does the earliest connection for through travel :—

(New-England Palladium for June 27, 1835.) "Lowell R. R. and Steamboat Lines for New-Hampshire and Vermont.

The cars for these Lines will leave the Depot in Boston at 9 o'clock A. M. on and after Monday, June 29th. On the arrival at Lowell carriages will take the passengers free of charge immediately on board the steamer which will convey them to Nashua, N. H., where stages in connexion with the Concord, N. H., and Amherst and Francistown lines will be in readiness to take them forward. The passengers will dine on board the steamer while she is passing up the River.

Thomas Lewis,

Captain of the steamboat 'Herald'.

Lowell, June 27, 1835."

At this time there were many small stern-wheeled, flat-bottomed steamboats that navigated the upper Merrimack

and Connecticut rivers. They did not long survive the coming of the railroads.

The first station in Boston was a small one-story brick building situated, as before noted, on the corner of Leverett and Brighton streets. At first the cars did not run into it, but stopped at East Cambridge until the bridge (afterwards used for freight purposes) was built. The present Lowell depot, now part of the North Union station, was the third terminus erected in Boston by the company. Another wooden building, with a facade of pillars, on Merrimack street, constituted the first station in Lowell. A bell was rung by the conductor a few minutes before the departure of each train in Boston or Lowell.

In the "Merchants and Traders Guide" for 1836 there is also this interesting announcement in the advertisement of the road: "Before the starting of the cars, stages leave Nos. 9 and 11 Elm Street, and City Tavern, Brattle Street (Boston), and call at almost any part of the city for passengers and take them to the depot *free of charge*."

Also: "Arrangements have not yet been made, though they are in progress, for the conveyance of merchandize, but there is a private car attached to the line for the purpose of conveying small quantities of merchandize." This was the embryo of the present express company cars.

The original locomotive on the road was built at Newcastle-on-Tyne, England, by Robert Stephenson, in 1832. From a government return (House of Representatives No. 21, Session 1838), in the author's possession, which gives particulars of all the locomotives and steamboats then in the country, it is learned that this engine was of the high pressure type of 30 horse power, with four large wheels, and weighed seven tons. It was named after its famous builder, "Stephenson", but was always better known by its nickname of "John Bull". According to Mr. Herbert C. Taft, in his interesting pamphlet, "The Early Days of Railroading", this locomotive when landed in Boston was sent to Lowell via the Middlesex canal, and there put together and the trial trip made from that end of the road. The reason for this is uncertain, unless



FIRST LOWELL STATION IN BOSTON, 1835



MIDDLESEX STREET OR NORTHERN STATION, LOWELL, 1848



COMBINED CITY HALL and MERRIMAC STREET
STATION, LOWELL, 1853

it was because many of the promoters of the railroad lived in Lowell. Other early locomotives built by the Lowell Machine Shops in 1835-36, were the "Patrick" (named for Mr. Patrick T. Jackson), "Lowell", "Boston", "Merrimack", "Concord" and "Nashua", all practically of the same type as the "Stephenson". All these engines burnt wood, mostly pine. The "Patrick", "Lowell" and "Boston" had *brass* driving wheels, and the "Merrimack" had *wooden* ones, but on the latter engine these were soon changed to iron. All these locomotives were of the same general style, weighing about nine tons, with five feet drivers, eleven inch cylinders, and fourteen inch stroke. When the first engine was built in Lowell its naming caused quite a controversy. The intention had been to name it "Jackson", after Mr. Patrick T. Jackson, the treasurer, but it being at the time of President Jackson's political supremacy, the prevailing Whig element in the management refused to allow the name on political grounds. so that the, to them, grave and important question was compromised and the locomotive was named "Patrick".

The early engineers, firemen and trainmen had a life of much hardship in cold or stormy weather. There were no such things as cabs on locomotives until about 1848, and there were no cabooses on freight trains. The passenger crews rode on top of the cars and freight men on the locomotives. Mr. John B. Winslow, for many years the superintendent of the Boston and Lowell Railroad and one of its early engineers, remembered to have stood over twelve hours on the foot board of his engine, exposed to the weather, with the thermometer below zero. The first engineer on the road was an Englishman named Robinson, imported at the same time as the engine. We are indebted to Mr. Taft for the following amusing anecdote regarding him. Robinson was referred to as an "English dandy," and "he lost no opportunity to impose upon the patience and credulity of the Yankees. He was not very particular about train time, would saunter up to the depot an hour after his train was due to start, carelessly look around upon the waiting passengers, deliberately look over his engine, mount the platform, put on his

kid gloves, and in his own good time and pleasure start his train towards Boston. He would also suddenly stop his engine when he got nearly to a station, jump down, look over the engine anxiously, crawl under it, remove a nut from some bolt, look it over and put it back again. The next day the papers would announce how the engine had broken down on the way, etc., but had been skilfully repaired by engineer Robinson. It was not long, however, before the management caught on, and he was replaced by a skilled mechanic from the Locks and Canals Works, from which source the engineers required were obtained for many years.

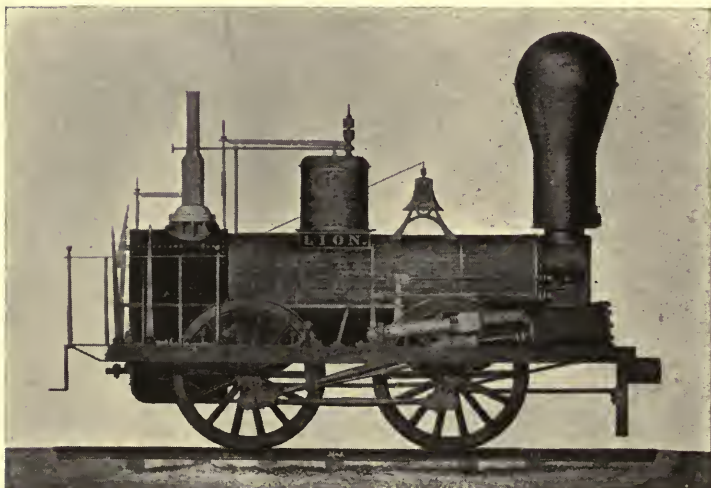
Another early engineer was J. C. Poor. The first fireman was Waterman Brown. He lost a hand by an accident soon after the opening of the road, but was employed for many years after as crossing tender at Woburn.

The first conductors were John Barrett, — Williards, J. E. Short and Calvin Stevens (the latter ran the freight train). Perhaps they were former stage drivers, as most of the early New England railroads were glad to employ these men in that capacity as they were used to the travelling public and their ways. The first type of passenger car on the Lowell road resembled the ordinary stage coach mounted on a frame, with wheels adapted to the rails. They were divided into three compartments each, with doors on the side, the passengers sitting back to back, as they do still in England. Very soon each car was provided with a seat on the roof, covered with a chaise top. In these the conductor and brakeman sat, and the former, by means of a whistle, gave the signal for applying the hand brakes, which were operated by means of long levers. The picture of the early train does not show this arrangement. A short chain of three links coupled the cars together, and the latter were neither heated nor lighted.

The first freight cars were open, and it is said the very earliest ones had no brakes at all. Salaries were proportioned as follows: the superintendent received \$1,500 per annum, conductors and engineers \$2 per day, brakemen and firemen \$1 per day. The early tickets sold on the Lowell road were a curiosity. They were made of stout cardboard of various colors; on one side was print-



TYPE OF PASSENGER CAR USED ON THE NEW ENGLAND
RAILROADS ABOUT 1840



LOCOMOTIVE "LION" NASHUA & LOWELL R. R. 1844

ed the name of the station, on the other a series of hieroglyphics resembling Chinese characters. This last was the brilliant idea of one of the railroad officials to prevent their being counterfeited. As was the custom on all the early New England railroads, the tickets were not punched or cancelled, but after collection by the conductor were handed back to the ticket offices and used over and over again until worn out. The conductor was supposed to know everybody and discriminate between transients and season ticket holders.

Season tickets were not used until after the road had been opened for some time, and when they were issued the holders were allowed one passage each way daily, but this rule was far from rigidly enforced. The present Boston and Maine Railroad (Western division) was originally called the Wilmington, Andover and Haverhill Railroad, and opened between Wilmington and Andover on Sept. 1, 1836. They had an agreement with the Boston and Lowell by which they used the latter's track from Wilmington to Boston and also the station at the latter place.

To accommodate this increase in travel the Lowell road at once began the construction of another track. In the annual report for 1838 the estimate for laying a second track all the way to Lowell was given as \$155,266.71; to Wilmington only, \$30,000.

Owing to the expected opening of the Nashua and Lowell road (of which more will be said later on), Mr. Jackson, the treasurer, laid great stress on the importance of a double track all the way to Lowell, and said in the report: "We can do this without any increase in capital, by taking from our reserved profits whatever sum may be found necessary to meet the expense."

Disputes soon arose between the Boston and Lowell and Boston and Maine roads as to each other's cars and engines occupying certain tracks at Wilmington, and the public was often inconvenienced as a result of trivial quarrels of this kind. In 1844, the Boston and Maine built what was known as its "extension" from Wilmington to the well known station so long in use in Haymarket Square, Boston, and first opened July 1, 1845. During 1844 the Lowell road built what was known as the

Woburn branch (now extended as the Woburn loop), running from Woburn on the main line to Woburn Centre, a distance of two miles. This branch was opened for travel Dec. 30, 1844, with two trains daily. The annual report for 1844 says the cost of construction was \$35,440.68, "the new road having a single track with a heavy T rail of 56 lbs. to the yard, upon chestnut sleepers 7 feet long and 6 inches in depth, 2 feet 7 inches apart, resting upon a bed of clear gravel at least 2 feet deep. The rails are in lengths of 18 feet, and the joints are secured by a clasp chair of 20 lbs. weight." For many years this was the only branch indulged in by the Lowell road, as the management were extremely conservative and thought that branches were financially detrimental to the main line.

They preferred to do a strictly local passenger and freight business between Boston and Lowell, but connected with many other railroads entering that city, and from them received large sums for carrying through passengers and goods. The capital had been increased in 1840 to \$1,800,000, at which figure it remained for many years. Dividends were paid at the rate of 3 3-4 per cent in 1835, 2 per cent in 1836, 4 per cent in 1837, 6 per cent in 1838, 8 per cent in 1839, and at that rate for a long period thereafter; the stock (par \$500) reached 660 in 1844, and was never quoted below 430 (in 1836). During this period freight was carried "generally at \$1.50 per ton; if in cargoes landed on our wharves, \$1.25 per ton, without any charge for wharfage. Coal, lime, flour, plaster, lumber, wheat, pig iron, salt, are taken in this way in considerable quantities. With the Lowell factories we have a special bargain. They furnish their own depots in Boston and at Lowell, and either load and unload the cars themselves or pay us extra for so doing. We therefore charge them \$1.25 for all cotton or wool . . . and \$1.00 per ton for all other articles." (Annual report for 1844.) Soon after the opening of the Lowell railroad a strong sentiment manifested itself to build a railroad between the latter city and Nashua, N. H., then a small but rapidly growing manufacturing town. In the Report of the Committee of Grantors and the Engineer of the

Nashua and Lowell Railroad (Nashua, 20 pp., 1836), they say: . . . "the Nashua and Lowell Railroad is the second link (of which the Boston and Lowell is the first), in a great chain of communication connecting the Seaboard and the Lakes—passing through the interior of New Hampshire and Vermont in one direction to Albany, and in the other to Burlington and Ogdensburg. . . . These routes traverse an extensive and fertile region containing at least 400,000 inhabitants—the distance of which from a Market now renders it of comparatively little value. . . ."

The engineer, Joshua Barney (who it may be interesting to note originally surveyed the route for the Boston and Maine Railroad), estimated the cost of building the road, which was to run from Nashua in a generally southerly direction to Lowell, a distance of 14 1/4 miles, at \$220,000. This figure included all bridging, masonry, grading, rights of way, fences, two locomotives, and a suitable number of passenger and freight cars. Owing to the different State laws, there were originally two distinct corporations forming this short railroad; one in New Hampshire chartered on June 26, 1835, and the other in Massachusetts which was incorporated on April 16, 1836. The Nashua and Lowell was the first railroad built in the State of New Hampshire; its original capital was \$300,000, divided into shares of \$100 each, most of the stock was held in Boston, but it would have been impossible to finish the road but for a loan of \$50,000 from the State of New Hampshire, which took some of the company's stock as collateral. On Oct. 8, 1838, the road was finally opened for passenger trains to within three-quarters of a mile of Nashua, and on Dec. 23 the bridge across the Nashua river and the depot near Main street, in that town, was completed. Its entire equipment consisted of three 10-ton, 6-wheeled locomotives, the "Mars", "Jehu" and "Roebuck", three 8-wheeled passenger cars, and twenty-four 4-wheeled freight cars. Three passenger trains were run each way daily, fare from Lowell to Nashua 50 cents. The Lowell terminus was the Boston and Lowell depot on Merrimack street, but at first the Nashua and Lowell trains did not directly connect there. Their engines were cut off the trains above Market street, the cars switched

into the depot, then the Boston and Lowell engine backed on to the train and hauled it to Boston. As this reversed the train, the passengers were obliged to get up and turn their seats or ride to Boston backwards. On the return trip from Boston the same operation had to be gone through. Soon after the Nashua and Lowell was opened a strong effort was made by some of its stockholders to secure a union of their road with the Boston and Lowell, but failed, because, as before stated, those controlling the latter corporation were not inclined to make any extensions of their road.

The first officers of the Nashua and Lowell were as follows: President, Daniel Abbot; directors, Jesse Bowers, Peter Clark, Charles H. Atherton, Joseph Greeley, Henry Upham, and Adin Holbrook; clerk, Peter Clark, Jr.; superintendent, Onslow Stearns.

On July 5, 1841, a disastrous collision occurred on the road, the causes for which may be found in the almost ridiculously crude way in which railroad trains were then operated.

In that year the 4th of July came on a Sunday, so that the holiday was celebrated on the next day, Monday. Several extra trains were run to accommodate the large increase in travel. So great was it that the company was forced to use freight cars to make room for their passengers. An extra train from Lowell, composed of several of these improvised passenger cars (luckily returning empty), was run into on a curve by the regular down train from Nashua, with the result that several persons were badly injured. Owing to the general confusion of the day, the locomotive of the regular train appears to have been placed in charge of a stage driver, perhaps on the supposition that "iron horses" and those made of flesh and blood could be controlled in much the same manner. On the extra train, also, the engine was not run by a regular engineer, but by a mechanic taken from the road's repair shop. A mistake in the orders was given as the cause for the accident, but it must be remembered that at that time and for many years after the invention of the telegraph, railroad trains in New England were run on what was known as time-table

rules (differing on every road), supplemented by written and verbal orders from the superintendent, and also by the watchful intelligence of the various conductors and engineers.

It was quite within possibilities that when a train was waiting on a siding for another train then due, if the latter's whistle was not heard or smoke seen, the crew of the former would go ahead on their own responsibility.

In spite of this accident, the Nashua and Lowell in its early days seems to have been a highly prosperous road; it never paid a smaller dividend than seven and a half per cent in 1840, and for a long time until 1850 its dividends were at the rate of ten per cent. To protect itself the road agreed to operate the Wilton Railroad, opened to 8 miles above Nashville (as part of Nashua was then called) on Nov. 23, 1848. The Wilton Railroad (now part of the Keene branch of the Boston and Maine system) was to pay the Nashua and Lowell \$21 per day when three trips each way were run, and that rate for a lesser number of trips. A twelve year lease was also entered into between the Nashua and Lowell and Stony Brook Railroads (the latter is now the Stony Brook branch of the Boston and Maine), by which the former was to operate the latter's road (which extended from North Chelmsford to Groton, a distance of 14 miles), and to pay therefor six per cent on the Stony Brook stock (\$275,000), one-half the net income over and above such payments, and to keep the road in repair, etc.

The Stony Brook Railroad was opened for travel on July 6, 1848. In order to lay a double track between Nashua and Lowell and to provide for new bridges and buildings, the road issued new stock to the amount of \$120,000 in 1845 and \$100,000 in 1848. In spite of the company's apparent prosperity, there was much dissatisfaction and dissension among its stockholders. The laws of New Hampshire then prohibited voting by proxy, except in case of illness, at the annual meetings of railroad companies. As was to be expected, some of the shareholders could not always attend, and the small stockholders asserted that the practical result was that the

Boston stockholders, although in the minority, really ran the road.

It was alleged that they had mismanaged its affairs ; that the contracts with the Wilton and Stony Brook roads were bad financially for the N. & L. ; the new Nashville (Nashua) depot was unnecessary and extravagantly built, that the repair shops were run wastefully. But on the other hand, complaints were made that the bridges had not been properly built and were then (1850) in such condition as to be positively unsafe. The rolling stock, too, was thought not to have been kept up, the freight cars especially were in a dangerous condition. This condition of affairs led to the appointment from among the stockholders of an investigating committee, who made a long report the following year (1851), but with comparatively little result, except the resignation of President Abbot.

It must be remembered that the annual meetings of the old-time New England railroads were not the stilted affairs they are to-day. The companies were small, the list of shareholders not too large, and the holdings much more evenly distributed than at present. Many of the stockholders lived along the line of the road, and thus took a personal interest in "their road" ; it was not unusual, too, for the employees to be stockholders. N. G. Paul, one of the original engineers on the old Boston and Maine, was a heavy stockholder and freely expressed his opinion as to the proper way of running the corporation's business. The annual meeting was an affair to be looked forward to, all the stockholders were passed free over the road as a matter of course. During the meeting opinions were expressed with entire frankness, the small stockholders having just as much to say (and sometimes more) than the large ones. When in 1845 the directors of the Boston and Lowell had constructed at East Cambridge a roundhouse with room for eight locomotives, they were severely criticised for their extravagance at the annual meeting that followed. From the before mentioned report of the investigating committee much of interest can be learned regarding the management of railroads three-quarters of a century ago. The following table of salaries and wages is well worth reproducing :—

NASHUA AND LOWELL R. R.

Salaries and Wages, 1850, at Nashville (Nashua).

C. F. Gove, Superintendent, per annum,	\$1,500.
Geo. Stark. Treasurer, per annum,	1,500.
Wm. P. Ainsworth, Treasurer's Clerk, per month,	40.
A. Mitchell, Supt.'s Clerk, per annum,	800.
C. H. Kerrick, Ticket Master, per annum,	500.
L. H. Clement, Assistant, per annum,	400.
H. Hobson, Master of Transportation, per annum,	800.
C. E. Paige, Clerk, per annum,	400.
J. M. Jackman, Station Master, per month,	34.
John Jackman, Baggage Master, per day,	1.
Wm. M. Barrett, Road Master, per annum,	700.
S. P. Brown, Passenger Conductor, per annum,	600.
F. Lovejoy, Passenger Conductor, per annum,	600.
N. L. Whitman, Freight Conductor, per annum,	540.
J. McQueston, Engineer, per annum,	720.
C. F. G. McQueston, Engineer, per annum,	660.
H. E. Woods, Engineer, per annum,	600.
D. Dempsey, Engineer, per annum,	420.

Firemen were paid \$1.25 per day, brakemen the same, section hands \$1.00 per day, and crossing tenders 67 cents per day

Some idea of the multifarious duties undertaken by minor railroad officials in those days may be gained by those performed by Abraham Mitchell, superintendent's clerk on the Nashua and Lowell. He kept all the office accounts, paid all bills, made monthly settlements with other roads and with the freight master, settled with the passenger conductors and with the Lowell ticket master once a week, settled with the stage drivers and kept the stage account. He also copied (of course in long hand) all the superintendent's correspondence, made up the half-yearly accounts, ran the train as conductor in the absence of either of the regular conductors (sometimes one or two weeks at a time), made up the monthly account of receipts and payments for settlement with the treasurer, and occasionally wrote the contracts for wood.

During this period the Boston and Lowell road had

continued the even tenor of its way. In 1844 the fare between Boston and Lowell was reduced to seventy-five cents, in 1845 to sixty-five cents (corresponding changes being at the same time made to and from way stations), and in 1848 to fifty cents, but the next year the directors thought that rate too low and accordingly raised it to sixty cents. The four daily trains with which the company had begun operations in 1835 had increased to fifteen daily trains each way in 1851.

One of the trains was advertised as follows: "Through in one day from Boston to Ogdensburg or Montreal, via Great Northern and Western British and U. S. Mail Route (Vermont Central and Ogdensburg R. Rds.), leaving Lowell depot in Boston daily at 7.15 A. M."

The old station in Lowell was deemed insufficient for the proper accommodation of passenger traffic, and so a new building was erected on Merrimack street in 1852. It was built in conjunction with the city authorities, so that part of the depot could be used as a City Hall, the railroad's share of its cost was \$37,350.

Previous to this, in 1848, a new station owned by the Nashua and Lowell and Lawrence and Lowell Railroads had been built in Middlesex street, and was generally known as the "Northern depot", and was a great convenience to all travellers from the north, as it did away with the "backing" arrangement previously referred to. In 1852, also, the wooden pile bridge across the Medford river was replaced by a stone arch. Although the Boston and Lowell was but a short road, its importance as the first and principal link in what was known as the "Great Northern Route" may be measured by extracts from "The Boston Railroad Jubilee", a book published in Boston in 1851 to commemorate the establishment of direct rail communication between Boston and Canada. "This is the shortest line in the State of the Railroads proceeding from Boston; but it has a large extension beyond the limits of the State by Railroads built in great part by proprietors residing within the State, and which sustain important lines of travel terminating in Boston. . . . From Lowell, the line is continued by the Nashua and Lowell Road to Nashville (Nashua). To this point

the line consists of a double track. The line is thence extended by the Concord Railroad along the valley of the Merrimack river, 35 miles, to Concord, the Capital of New Hampshire, and thence by the Northern Railroad, 82 miles, to the Connecticut river in Lebanon. It there crosses the Connecticut and unites with the Vermont Central Railroad at the mouth of White river. This road, which begins at Windsor, on the Connecticut river, 14 miles below this point of junction, and at the terminus of the Sullivan Railroad, continues the line along the valley of the White river, by way of Royalton, to the summit of the Green Mountains, and thence by Northfield to Montpelier, the Capital of Vermont. Thence it pursues the valley of the Onion, or Winoosky river, to Burlington, 245 miles from Boston. From Burlington, or rather from Essex, 7 miles east from Burlington, the Vermont Central Road is met by the Vermont and Canada Railroad, by which the line is extended to Rouse's Point, where it crosses Lake Champlain, near its outlet. It is thence extended by the Champlain and Montreal Railroad to the St. Lawrence, near Montreal, which city it reaches in a distance of 326 miles from Boston. It is continued also from Rouse's Point, over the Northern Railroad of New York, to the city of Ogdensburg, at the foot of navigation on Lake Ontario, a distance of 403 miles from Boston. In addition to these extensive lines of Railroad, all connected with the Boston and Lowell as the main trunk, there are several other diverging lines of importance. Among these are the Boston, Concord and Montreal. This road, destined as its name imports, to reach the city of Montreal, but by a very different route from either of those already described, proceeds from Concord, N. H., along the eastern branch of the Merrimack river, and by the outlet of Winnipiseogee Lake, to Meredith, and thence by Plymouth to Warren, a distance of 71 miles. It will be in a short time further extended, and probably united with the Atlantic and St. Lawrence (now the Grand Trunk), now in progress from Portland to Montreal. Another branch of this general route diverges from the main line at the mouth of White river, and passes over the Connecticut and Passumpsic River

Railroad, which follows the course, first of the Connecticut, and then of the Passumpsic, to St. Johnsbury, a distance of 61 miles. It is intended to extend it thence to the Canada line, near Lake Memphremagog, and thence to some point of junction with the Atlantic and St. Lawrence Railroad in Canada.

There are two other Railroads connected with this general line, leading westwardly from Concord, N. H., which are yet unfinished, viz: the Concord and Claremont, which is opened to a distance of 25 miles to Bradford, and the Contoocook Valley Railroad, which is opened to an equal distance through Henniker to Hillsborough Bridge. These several Railroads, together with the Nashua and Milford, already opened, form an aggregate length of 632 miles, of which the Boston and Lowell is the main trunk and principal link."

To-day the traveller is conveyed from Boston to Montreal in a Pullman parlor car, without change, and over two lines of railroad only. In 1851 he performed the same journey in stuffy, uncomfortable passenger cars, with several changes on the way and over the lines of seven independent railroads. By this time (the middle 50's), a more modern type of rolling stock, slightly resembling that now in use, had been adopted by the Lowell road. The passenger cars had almost flat roofs, just high enough for a tall man to stand upright in, the windows were small and divided into several small panes of glass that rattled incessantly. The seats were arranged in the present manner and upholstered in black haircloth. Air tight sheet iron stoves, one in the middle of each car, heated the portion near them, while the more remote parts partook of the outside temperature. When night came a semblance of illumination was supplied by two small, evil-smelling, whale-oil lamps, one at each end of the car. So dark was it in the trains that the conductor was obliged to take tickets with a lighted lantern on his arm; many of these lanterns were highly ornate, the gifts of friends and season ticket passengers along the road. There were also second class cars, entered through doors at the sides; in them the seats were fixed back to back, fares were half price, and these cars had also a compartment for baggage



LOCOMOTIVE "CLOUD," THE FIRST OF THE NAME
An Early Locomotive of the Boston & Lowell R. R.

like the present combination cars. Some of the cars on the Lowell road were named, one, second class, particularly, being called "Belvidere", considered a doubtful compliment to a very poverty stricken portion of Lowell. The brakes, of a type known as the "Hodge wheel" variety, were applied by the baggage master on the baggage car, by the brakeman on the rear car, and the fireman on the tender. The conductor very rarely touched the brakes. The brakemen were also required to clean the cars and wheels of the same, take care of the stoves and split and carry wood for them. Communication between the train and the locomotive was had (by law) by means of the old-fashioned bell cord which extended through the whole train and was tied down on the brake wheel of the last car. On long trains the united strength of two or three men was required to pull in the "slack" of the bell cord and ring the gong on the engine. Automatic couplings were then undreamed of, the cars were shackled together by means of the link and pin, with wrought iron draw bars. At this period some of the locomotives were named for prominent men of the corporation, "Whistler", "McNeill", "Jesse Bowers", "Wm. Sturgis", "Daniel Abbot", "Higginson", and "Storow" and they shared honors with the Indian chiefs, "Paugus" and "Pennichuck". Sentiment found expression in "Factory Girl", "Sailor Boy", and "Leader". The counties of "Suffolk", "Essex" and "Middlesex", all the towns along the line, as well as the terminal cities, were each represented. The Bible furnished the names of "Goliath" and "Samson", and heathen mythology was laid under tribute, furnishing "Hector", "Ajax", "Vulcan", "Mercury", "Mars", "Vesta" and "Hercules". Count Rumford had a namesake, also the Peruvian hero "Rolla". The bird of freedom was not forgotten, for there was an "Eagle", also a "Lion", "Tiger" and "Leopard". Some of these engines came from the Nashua and Lowell and Salem and Lowell railroads when they were taken over by the Boston and Lowell, others were added as years passed and business increased. Many were of a type now obsolete, called "insiders", i. e., the cylinders were close together under the forward end of the boiler,

and these required a cranked axle for the forward pair of driving wheels. All were resplendent with a wealth of brass and paint work, which it was the fireman's duty to polish and clean, keeping him busy for, sometimes, two or three hours a day. The engineer's position was entirely different from that occupied by him to-day. He was master of his engine, looked after it, his word was law as to its repairs, which he superintended. The work of an engineer comprised not only the entire care of a locomotive as to its running, but he also cared for all the journals, renewed boxes, bolts, nuts, in fact any worn parts that two men (the fireman assisted) could attend to at the end of the run.

Very few of the "runs" were of less duration than twelve to sixteen hours daily, and this applied to train-as well as engine-crews. Each engine was then furnished with a complete set of tools, to-day all that is supplied is a hammer, monkey wrench, cold chisel, set (a form of chisel), and a spanner. By 1850 the engines were all provided with cabs for their occupants' shelter from storm. The method of water supply was by a force pump that derived its power from the motion of the engine, and this method was in use as late as 1875. Until the use of coal for fuel began, all the locomotives had immense conical smokestacks, some four feet in diameter at the top, and nearly all of them had an iron rail extending from the cab around the entire machine, so that in passing around the enginemen might not fall overboard. When wood was burned as fuel the tender and water tank, although piled high and filled full at the start, had to be replenished on the way with both wood and water. For many years the station now called Walnut Hill was known as Woburn Watering Station. Large sheds on either side of the road were filled with cord wood, sawed by horse power machines; while on the hill above was a great cistern from which the water was supplied to the engine tank. Coal was not used as fuel until about 1858, the resultant saving being about one-third; it did not come into exclusive use on the Boston and Lowell until ten years later, and with its adoption the smokestacks were changed in form and decreased in size. Until the Civil

War three dollars a day for an engineer and a dollar and a quarter for a fireman (one road only paid 60 to 90 cents to the latter) was considered high pay, but during the Rebellion wages, like everything else, went up. The rivalry of the early New England railroads as to speed and the possession of locomotives capable of making fast time culminated in a famous locomotive race, which took place on Oct. 1 and 2, 1851, on the tracks of the Boston and Lowell Railroad, over a course a little short of nine miles long between Wilmington station and Lowell. The affair was well advertised and took place in the presence of thousands of people. Under the contest conditions, each engine was to go over the course drawing a load of 70 tons, using a particular kind of wood for fuel and maintaining the same steam pressure. There were six entries, all being the finest locomotives the several roads could produce, and the results were as follows: "Addison Gilmore", Western Railroad (now Boston and Albany), time 11m. 29s.; "Nathan Hale", Boston and Worcester Railroad, 12m. 56s.; "Addison Gilmore", Passumpsic Railroad, 13m. 26s.; "Union", Fitchburg Railroad, 14m. 7s.; "Neponset", Boston and Providence Railroad, 14m. 35s.; "Essex", Boston and Lowell Railroad, 14m. 48s. The winner, the "Addison Gilmore", one of the most noted of the early engines of the Western Railroad, was built in the Springfield shops after the plans of the late Wilson Eddy. The "Gilmore" was considered a big engine in those days, as it weighed 26 tons, and had a single pair of driving wheels six feet nine inches in diameter. It will be noted there were two engines named "Addison Gilmore" in the race. As Mr. Gilmore was a prominent railroad man of the day and interested in several roads, it was not strange his name was given to engines of more than one company. Another instance of early high speed was on the evening of March 27, 1850, when the locomotive "Whistler", drawing twelve passenger cars and run by engineer Isaac Hall, covered the distance from Lowell to Boston, 26 miles, in 28 minutes. Among the early engineers on the Boston and Lowell were Eben T. Sumner, who entered the service in 1846 and afterwards became master mechanic, a position he filled for a great many

years ; Isaac R. Chase, E. R. King, Alden I. Gifford, who became an employee in 1851 and at one time ran the original locomotive, the "Patrick" ; Solon S. Robie, and Wilton F. Bucknam. The two latter ran for many years on the Salem and Lowell road. Mr. or rather Dr. Robie afterwards studied medicine and became a physician in Boston, and Mr. Bucknam gained note as the historian of the Brotherhood of Locomotive Engineers. Luckily the Boston and Lowell, by careful management and reliable employees, escaped serious accident ; for a long time it was their boast that no passenger was injured while within their cars. In February, 1868, the locomotive "Wm. Sturgis" exploded in the Middlesex street station in Lowell and killed its engineer, George P. Spaulding.

While the following accident did not occur on the Lowell Railroad and so does not lie strictly within the scope of the present article, yet it caused so much stir at the time and took place on part of the present Boston and Maine system, that it seems interesting to give an account of it.

On Thursday afternoon, January 6, 1853, Benjamin Pierce, the young son and only surviving child of Franklin Pierce, then President-elect of the United States, was killed in a terrible railroad accident on the line of the old Boston and Maine road in Andover, Mass. The boy's parents were on the train with him at the time, the whole party having boarded the cars at Andover, where they had passed the night with relatives, and were on their way to their home in Concord, N. H. When between two and three miles from Andover, the train was derailed by the breaking of the forward axle of the tender on the left side. By the shock the cars were thrown from the track, and some of them went down a high embankment. The President and his wife were substantially unhurt, but the son, who was standing up looking out of the window, was instantly killed. Some half a dozen others were killed and many were wounded. Mrs. Pierce, who was an invalid, never recovered from the shock and grief, which is said to have hastened her death a few years later. Naturally the railroad company was sued by many of those injured, but Mrs. Pierce, who was very pious,

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HON. FRANCIS B. CROWNINSHIELD

President of the Boston & Lowell and Lowell & Nashua R. R., 1855-1877,
and of the Salem & Lowell R. R., 1858-1877

believed the accident to have been a visitation of Providence to take away from the President his son that he might be better prepared to devote himself wholly to the duties of his great office. Not only did she decline to sue, but induced her husband to have General Benjamin F. Butler, then at the height of his legal fame, retained to defend the railroad. This was done, and after much trouble and eloquence on the part of the latter, the jury decided the accident was not caused by any negligence on the part of the Boston and Maine. The case was considered for many years a celebrated one.

In the late 40's, when the city of Lawrence became built up, the road-bed of the Boston and Maine was changed from Andover so as to pass through the south side of the new city. Shortly after this, the Boston and Maine thought to tap some of the Boston and Lowell business by building from the present Lowell Junction to Lowell. The Lowell management promptly (in 1852) sued the Boston and Maine for infringement of the special rights secured by their charter, but in spite of the eloquence of Rufus Choate, they got very little satisfaction, as public sentiment was then strongly in favor of as much railroad competition as possible. The Boston and Lowell retaliated by building into Lawrence, over the old abandoned Andover branch road-bed from Wilmington to Wilmington Junction, thence over the Salem and Lowell Railroad (which by this time they controlled) into Tewksbury, thence into Lawrence. Competition was carried on fiercely at times, in fare and freight, but mostly in train service, but the Boston and Lowell always felt they had the advantage. By 1855 the stock of the Lowell road had reached a point as low as 53 per cent. of its par value, and the directors had for some time been forced to reduce dividends. The equipment of the road had become worn down and in a condition scarcely safe or sufficient for the public accommodation. A change of management was felt to be necessary, and accordingly the directors elected Hon. Francis B. Crowninshield (grandfather of the author) to the presidency. Mr. Crowninshield was also treasurer of the Merrimack Manufacturing Co. in Lowell, and had had much railroad experience

previously with the Old Colony road, which, as its president, he had succeeded in building up from a very run down condition to one of prosperity. At this time, as has been seen, the Boston and Lowell and Lowell and Nashua were operated as independent roads. As they were both short lines (but formed an important link in the through route to the North and West), it was thought that by combining them the public and the stockholders could be much benefited and at the same time a very great and unnecessary expense avoided.

This Mr. Crowninshield succeeded in accomplishing in 1857, and a provisional agreement for one year was entered into between the two roads, the principal points of which were that while each should retain its own identity, they should be run as one road, thus doing away with the expensive separate staffs, repair shops, freight houses, etc. The expenses and profits were to be pooled pro rata. In 1858 the agreement was renewed for twenty years. The two roads were called the "Boston, Lowell and Nashua Railroad," a title that was kept up and the rolling stock so lettered until the companies were again separated in 1878.

Mr. George Stark, the superintendent of the Nashua and Lowell, was made manager of both roads, a position he filled for twenty years, while Mr. John B. Winslow was made superintendent. Gen. Stark was a civil engineer by profession, and had originally assisted in building and surveying the Wilton Railroad in New Hampshire. In 1857, also, a new brick passenger station was built in Boston on Causeway street, the total cost, including filling in the flats at East Cambridge, bridging across the Charles river and extending the tracks into Causeway street, was \$399,750.

During the 1840's the maritime commerce of Salem had sensibly declined, overshadowed as it was by Boston and New York. Various projects were set on foot to revive it, and one of the strongest and best known attempts was the Salem and Lowell railroad. The construction of this road was largely due to the untiring efforts of Hon. Stephen C. Phillips, a well known Salem merchant and ship-owner, and the proprietor of the wharf

in Salem bearing his name. Mr. Phillips thought that by means of a railroad to Lowell raw cotton and coal for the mills could be brought by water to Salem, and finished manufactured products shipped back at much less expense than through Boston. There was then a large lumber trade from the British Maritime Provinces to Lowell and other places of the interior carried on through Boston, and it was thought this could be brought to Salem at a saving of nearly one-half. Two plans were put forward for a Salem and Lowell railroad. One known as the "Cabot route", petitioned for by Joseph S. Cabot, Stephen C. Phillips and others; the other designated as the "Wakefield route", which was asked for by Horace P. Wakefield, David Pingree, and others. The Wakefield plan contemplated building a line starting from the Essex Railroad (Lawrence branch) at South Danvers (Peabody), connecting with the Boston and Maine at West Reading, thence to Wilmington, and from there using the Boston and Lowell road to Lowell. This project was bitterly opposed by both the Eastern and Boston and Lowell interests, as each was afraid that by means of connections their main lines might be tapped. The legislature finally decided in favor of the "Cabot route," and on April 25, 1848, the Salem and Lowell Railroad Co. was incorporated with a capital of \$400,000. The "Cabot route" also contemplated using the Lawrence branch from Salem to South Danvers (Peabody). From there the road ran along the valley of Proctor's Brook, to a point near the Hosiery Factory, thence on a curve across Ropes' Brook to the Paper Mill in Middleton, thence along the valley of the Ipswich river through the centre of North Reading and a part of Wilmington, and afterwards in a straight course across a plain, to a point of junction with the Lowell and Lawrence railroad in Tewksbury. The total length of new road was 16 1-2 miles, and the whole distance from Salem to Lowell 24 1-2 miles.

On no part of the road was there a grade of more than 25 feet per mile, and the construction was thought to be simple and easy, there being but little rock excavation, and no expensive bridging or masonry. Great expecta-

tions were entertained, that were not subsequently realized, as regards passenger traffic, which may be seen from the following quotations taken from a prospectus of the new company.

“Passengers from Salem in the morning train will be in season to proceed from Lowell to all the Northern railroads in New Hampshire and Vermont . . . and still further, over the Worcester and Nashua railroad to Worcester, and thence over the Western (now the Boston and Albany), Norwich, and Providence railroads. The noon and afternoon trains from Salem will afford a repetition of the same accommodation without obstruction or delay ; and the latter will furnish what must prove the most convenient conveyance from Salem for New York, whether by the steamboat from Norwich, or by the land route through Springfield and New Haven. The late evening train from Salem will take all passengers who wish to proceed at the close of the day to Lowell and Lawrence, and will bring to Salem all who reach those two places in the latest trains from the West, North and East. It is proposed to run daily one Freight Train between Salem and Tewksbury. . . . The train between Lowell and Lawrence will bring to Tewksbury all the freight for Salem from each of those places, and will take from Tewksbury all the freight brought for both of them from Salem. This train may be run with an engine attached to one of the Passenger Trains, which, thus used, will only run 100 miles per day.” Owing to depressed financial conditions existing in 1848-49 and consequent difficulty of raising capital, work on the Salem and Lowell Railroad progressed but slowly, and the road was not opened for travel until August 1, 1850. The track was laid directly to Phillips wharf in Salem ; there were also stations at North street and Carltonville, and some years later a station was built at Bridge street (the building is now used as a Chinese laundry). A terminal depot was built at the north end of the tunnel in Salem and used as such for many years, and finally torn down in 1892. Until its completion the trains started from Phillips wharf, and for a short time, also, from the Eastern Railroad stone depot. At Lowell the Salem cars ran into the southerly end of

the Middlesex street station. The opening of the road is best described by an article in the Salem Gazette of Aug. 2, 1850.

“Opening of the Salem and Lowell Railroad. This event, important and auspicious, as we hope, to the prosperity of our city, took place yesterday.

“The train started from Phillips wharf at 7 o'clock, and, after stopping at North street and Frye's mills, proceeded, with several hundred passengers, to the Grove-street station in Danvers. Here, unfortunately, on attempting to start, some flue gave way in the engine, which caused a detention of more than an hour, until another engine was procured from Salem.

“We noticed, at Danvers, the first specimen that we had ever seen of the newly invented switches, which are so constructed that trains cannot run off the track, even when the switches are misplaced, which is one of the most frequent causes of disaster on the common switch. B. P. Tyler is the patentee.

“Beyond Danvers, the way stations on the line of the road were decorated with flags, evergreens, and inscriptions. In passing over the line no person could fail to be struck with its remarkably low and equal grade and freedom from ledges. In passing through North Reading we went over one of those singular quagmires which have been encountered on most railroad routes. The filling-in sank forty feet, and for several weeks the work of each day sank out of sight during the night. In passing through Wilmington we went near the place where Pearson, with fearful cruelty, murdered his wife and innocent twin children.

“A large part of the ride up was performed under a drenching rain, which, however, had ceased before the train arrived in Lowell, at about 10 o'clock. This road is the only one in New England that has been built not only within the original estimate of the cost (\$250,000), but also several months within the time contracted for. It runs into the station of the Lowell and Lawrence Railroad, where also the Nashua and Lowell and Stony Brook Railroads converge, thus forming a connection with the whole interior web of railroads, and with the south, by

way of Norwich, which cannot fail to be of great convenience to travellers. As was stated by the President at North Reading, a car starting from Salem could now convey its freight, without transshipment, to Lake Champlain or Lake Erie.

"The train left Lowell, after a brief stop, with twenty-four cars, filled with passengers, drawn by one engine and pushed by another. On arriving at North Reading the company were received by Rev. Mr. Lamson, with a very neat and appropriate address of welcome, in which the grave and the gay were happily mingled. The reply of Mr. Phillips, as President of the corporation, was exceedingly appropriate to the topics suggested in Mr. Lamson's address. A procession was then formed, under the direction of Maj. Daniel Flint as Chief Marshal, and, at the signal of a salute of artillery, proceeded to a spacious pavilion erected for the purpose, where a liberal and handsome collation had been provided by the ladies of North Reading. Deacon Addison Flint presided at the table. A blessing was invoked by Rev. Mr. Allen of North Reading, and after a plentiful repast, the company enjoyed the pleasure of hearing some excellent music from the Salem Glee Club, which sang the following song, composed by one of its honorary members, Edwin Jocelyn, Esq.:—

THE FIRST TRIP.

"'Twas seven o'clock on Thursday morn,
And things were ready all,—
We step'd on board the Railway cars,
On neighbors just to call ;
The steam was up—the iron horse
Was proud to bear his load ;
Away we shot, on this first trip,
Upon the Lowell Road !

Chorus—O, the Railroad !

You're the way for me !
No other mode is half so sweet,
So jolly, fleet and free !

“We flew across old Danvers town,
And made the people stare ;—
And then we pounced on Middleton,
And found a welcome there ;—
And, next, we call’d on Reading folks,—
But only left our card ;
That we should make so short a stop
They thought it very hard.

Chorus—O, the Railroad, &c.

“At Tewksb’ry, next, we found ourselves,
And found the people glad,—
For who, the jolly, flying cars
Could view with feelings sad ?
Away to Lowell’s busy spot
The speeding train now whirls,
And soon we hail the blessed sight
Of Fact’ries, Men and Girls !

Chorus—O, the Railroad, &c.

“Now, here’s a note to Phillips’ name !
A noble work he’s done,—
The int’rests of two cities fair
Has mingled into one !
He’s built a wharf for Lowell’s trade,
Old ocean’s wealth to bear,—
To ancient Salem’s western bound
Annex’d a city fair !

Chorus—O, the Railroad, &c.

“Hurrah ! the track is ready now !
And we will have you know
The transport, to and fro, shall be
A caution to the slow !
Upon our borders, fresh and fair
The Merrimac shall glide ;
And to its favorite city’s view
The ocean open wide.

Chorus—O, the Railroad !

You're the way for me ;
No other mode is half so sweet,
So jolly, fleet and free !"

Rev. Dr. Flint, a native of North Reading, interested the company very much by the relation of some of his early reminiscences, one of which was the fact that perhaps the first subject of his recollection was being lifted to a window to hear a cannon fired, on the celebration of peace, in 1783. The next time that he had heard a cannon fired at this place was on the present occasion, 67 years afterward.

After three cheers, which were given for the ladies of North Reading, the procession was partially re-formed and marched to the cars, to the excellent music of the Lowell Brass Band (the leader of which carries a *golden* bugle, which was presented to him by subscription, and costing a thousand dollars).

We left the cars at the North street crossing, with many others of the Salem passengers, and were not able to repair to the dining hall until two or three hours afterward. On landing from the cars a procession of the passengers was formed, on Derby street, and, preceded by the Lowell Brass Band, proceeded on to Phillips wharf, to the "Grain store," in the third story of which the tables for the dinner were spread, at which the whole company, consisting probably of near 1500 persons, were amply accommodated. The dinner was a very handsome one,—a credit to the caterer, Mr. Shearman, as well as to the hospitable liberality of the Railroad Company. The dining room afforded to our friends from the interior a perfect view of our safe and excellent harbor, as well as of the facilities for transacting a large business which have been provided at that terminus of the railroad.

(*To be continued.*)

CENTER OF SALEM VILLAGE IN 1700.

BY SIDNEY PERLEY.

THIS section of Salem Village is somewhat irregular in shape, and measures about a mile and a quarter in length north and south, and nearly a mile in width at the widest part east and west. It runs from a short distance south-erly of Holten street to Beaver brook, and from Dayton street to the eastern slope of Whipple's hill.

Salem Village was called New Salem in 1685.

Whipple's hill was first known as Thorndick hill, because John Thorndick owned a part or the whole of it; and, later, after the Whipple family came to live on its eastern side, it became known as Whipple's hill. The latter name has clung to it ever since, although the Whip-ples have been gone from the old homestead for a cen-tury.

Beaver brook was called Beaver dam brook in 1761, but has been and is more generally known as Beaver brook.

Holten street was laid out before 1674 by John Porter, sr., and Thomas Putnam, who deposed in the Salem quar-terly court June 30, 1674, that they were appointed to lay out some highways at the Farms, and "they Com to Ingesels brouk & began neare a marked tree that standes by nathanel Putnams fence on the north sid the brouk & laid out a way as neare as they Could betwixt the farmes of Mr. Endecotes on the south: & hedloks & Joseph hol-tones on the north."* It was called ye country highway in 1697; the highway leading to Salem in 1701; and Holten street in 1864. The easterly part of Holten street now runs as shown by the parallel dotted lines.

*Records and Files of the Quarterly Courts of Essex County, volume V, page 323.

Center street, southerly from the meeting house, was a highway in 1692, and was so called in that year; the highway leading to Salem in 1701; the country road in 1703; the county road in 1819; Village street in 1847; and Center street as early as 1863. In 1868, a deed calls it Holten street. That part of Center street leading northwesterly from the meeting house was a highway many years before the witchcraft period (probably laid out in 1674); and was called the country road in 1708; ye country road from Salem to Andover in 1716; Andover road in 1731; Andover road to Salem in 1788; the road leading to Middleton in 1842; the Middleton road in 1847; and Center street as early as 1864.

Pine street is an ancient road. It was called ye country highway in 1674; highway leading to Salem in 1748; the highway leading from the north part of Middleton to Salem in 1788; and Pine street as early as 1872.

Hobart street was laid out in 1674, when the meeting house was built; and was called ye highway in 1700; ye country highway in 1709; ye old meeting house road in 1731; road to the meeting house in 1748; highway leading from the house of James Smith to the North meeting house in Danvers in 1788; and Hobart street as early as 1864.

Forest street was an old way to the meeting house, being laid out in 1675, "for ye Inhabitants ye farmers to Come to ye meeting howse;"* and was called ye highway in 1708; the way laid out into the common road to Salem in 1723; ye old meeting house way in 1731; the highway that leads up to Hathorne's hill in 1744; a way to go to the meeting way in 1750; ye way leading to Thomas Andrews' in 1751; the road leading from the North meeting house in 1849; and Forest street in 1864.

Ingersoll street was begun to be used as a way about the time of the Revolution. It was called the way laid out by the selectmen of Danvers to accommodate Captain Ingersoll in 1800; a road leading by the Peabody farm so called to the Newburyport turnpike in 1874; and Ingersoll street in 1882.

Ganson's lane was created as a way, four rods wide,

*Town Records of Salem, volume II, pages 207 and 221.

from the highway to the house and land of Samuel Sibley in 1686.* The Ganson family afterwards lived there, and it came to be called the lane to Ganson's land in 1787; and Ganson's lane in 1801.

Brown street was so called in 1864.

Benjamin Hutchinson Lot. This was the northwestern corner of the tract of land which was granted by the town of Salem to Francis Weston in 1636. Mr. Weston followed Roger Williams to Rhode Island, and this part of the grant became the property of John Pease, who conveyed it to Richard Ingersoll June 13, 1644.† Mr. Ingersoll died in the winter of 1644-5, having devised it to his son Nathaniel Ingersoll. Nathaniel Ingersoll of Salem, yeoman, conveyed it to "my adopted son" Benjamin Hutchinson, who had been given to him by Benjamin's parents. Mr. Ingersoll having no children that lived to maturity. Benjamin Hutchinson owned it in 1700.

Nathaniel Putnam Lot. This was perhaps a part of the fifty acres granted by the town of Salem to Nathaniel Putnam "lying beyond Elias Stilemans ffarme bounding upon mr Thorndicke & soe vpon Captaine Hathornes ffarmes" Nov. 26, 1649; and it belonged to Nathaniel Putnam in 1700.

Joseph Hutchinson Lot. The northerly part of this lot was probably part of the farm of John Thorndike in 1641; and the southerly part was a portion of the farm of Elias Stileman, the elder, which was granted to him by the town of Salem before 1641. Mr. Stileman conveyed it to Richard Hutchinson June 6, 1648.‡ Richard Hutchinson of Salem, husbandman, for love, conveyed this tract of land to his son Joseph Hutchinson of Salem May 16, 1666;§ and Joseph Hutchinson owned it in 1700.

Upon the southerly end of this lot the first meeting house of Salem village was built in 1673. It is said to have been a plain two-story building, and it remained in use until 1701, when a new meeting house was erected

*Essex Registry of Deeds, book 11, leaf 115.

†Essex Registry of Deeds, book 1, leaf 1.

‡Essex Registry of Deeds, book 1, leaf 4.

§Essex Registry of Deeds, book 3, leaf 18.

upon the site of the present church. The old meeting house was taken down and reconstructed as a barn on the opposite side of the road, where it remained until about 1800, when it rotted and fell and its ruins allowed to decay.

Estate of Jonathan Walcott House. This lot belonged to Richard Ingersoll, who died in 1644, having devised it to his son Nathaniel Ingersoll. Nathaniel Ingersoll of Salem and his wife Hannah conveyed to Jonathan Walcott of Salem that part of the lot lying northerly of the dashes July 1, 1669;* and that part of the lot lying southerly of the dashes Nov. 24, 1685.* Captain Walcott died Dec. 16, 1699, having devised "my now mansion house," barn and land belonging thereunto to his wife Deliverance for her life and at her decease the absolute estate to his four youngest sons, Thomas, William, Ebenezer and Benjamin. The last three named sons agreed to support the widow, and with her consent they made a division of the estate among themselves Feb. 24, 1722, the house, barn and land adjoining them being assigned to Ebenezer Walcott.† Ebenezer Walcott of Reading, planter, for one hundred and seventy pounds, conveyed the house, barn and land to his brother Benjamin Walcott of Salem, blacksmith, April 29, 1723.‡ Benjamin Walcott removed to Boston, where he continued his business of a blacksmith, and, for two hundred and ten pounds, conveyed the land and buildings to Ebenezer Hutchinson of Salem, yeoman, June 6, 1726.§ For forty pounds, Mr. Hutchinson conveyed to Samuel Ingersoll of Marblehead, cooper, the dwelling house, barn and land under and adjoining the same May 29, 1728.|| Mary Cox and Ruth Fowles, widows, both of Salem, John Ingersoll of Lynn, husbandman, Elizabeth Knights, widow, John Ingersoll and Richard Ingersoll, mariners, and Daniel Cresey, cordwainer, and wife Sarah, Ruth Hibbert, widow, and Sarah Ropes, widow, all of Salem, descendants and heirs of John Ingersoll, formerly of Salem, yeo-

*Essex Registry of Deeds, book 7, leaf 57.

†Essex Registry of Deeds, book 40, leaf 217.

‡Essex Registry of Deeds, book 41, leaf 164.

§Essex Registry of Deeds, book 47, leaf 166.

||Essex Registry of Deeds, book 51, leaf 86.

man, deceased, Mathew Pettingal of Salisbury, husbandman, Nicholas Jackman, husbandman, and wife Abigail, Daniel Lunt, husbandman, and wife Mary, Hannah Pettingal, guardian of Benjamin Pettingal and Humphrey Pettingall, minors, and Samuel Pettingall, husbandman, all of Newbury, descendants and heirs of Richard Pettingall, formerly of Newbury, yeoman, deceased, Thomas Haines of Haverhill, husbandman, Moses Aborn of Salem, husbandman, and George Flint of Salem, husbandman, and wife Sarah, descendants and heirs of William Haines, formerly of Salem, yeoman, for one hundred and ninety pounds, conveyed to Samuel Ingersoll, sr., of Marblehead, cooper, their interest in the premises Feb. 3, 1728-9.* Mr. Ingersoll removed to Salem, and pursued his trade of a cooper. He conveyed one-sixth of the estate to Thomas Haynes of Haverhill, husbandman, and his brothers and sisters, Jonathan Haynes and Joseph Haynes, now at Canada, William Corbet of Lebanon, Conn., and wife Sarah, John Heath of Norwich, Conn., and wife Hannah, Thomas Kingsbery of Windham, Conn., and wife Margaret, John Preston of Windham and wife Mary, John Corlis of Haverhill and wife Ruth, to the heirs of Jacob Warren and wife Abigail, since deceased, and to Isaac Spalden of Plainfield, Conn., and wife Elizabeth, Sept. 17, 1731.† Benjamin Haynes of Salem, Salem county, in West New Jersey, weaver, for himself and as attorney of Joseph Haynes, jr., and Thomas Haynes, plantation man, and Daniel Haynes, carpenter, all of Maning town, in said county, and Roger Hugings of Pilsgrrove and wife Sarah, descendants of John Ingersoll, Richard Pettengell and William Haynes, conveyed the estate to Samuel Ingersoll of Salem, cooper, Nov. 6, 1731.‡ George Flint of Salem, husbandman, and wife Sarah (daughter of Sarah Haines, who was daughter of William Haynes, who was son-in-law of Richard Ingersoll, formerly of Salem, deceased), conveyed to Samuel Ingersoll of Salem their interest in this lot and buildings thereon July 11, 1733.§ Mr. Ingersoll conveyed the buildings and land

*Essex Registry of Deeds, book 63, leaf 197.

†Essex Registry of Deeds, book 59, leaf 59.

‡Essex Registry of Deeds, book 59, leaf 269.

§Essex Registry of Deeds, book 63, leaf 187.

to Ebenezer Hawks of Marblehead and Samuel Pope of Salem, blacksmiths, Oct. 22, 1735;* and these grantees conveyed the same estate to William Hutchinson of Salem, husbandman, and wife Joanna March 23, 1735.† The house was probably gone soon afterward.

Nathaniel Ingersoll House. This lot of land was a part of the tract granted by the town of Salem to Francis Weston. John Pease conveyed this part of it, with a house thereon, to Richard Ingersoll, June 13, 1644.‡ Mr. Ingersoll had already moved into the house, which was still unfinished, and died there in that year, having in his will, devised the land, and "a little frame" thereon, to his son Nathaniel Ingersoll. Captain Ingersoll finished the house and lived in it. Nathaniel Ingersoll of Salem Village, husbandman, and his wife Hannah, "for love for the public worship of God, and encouragement of their pastor," Rev. Samuel Parris, "who hath lately taken that office amongst them," etc., conveyed to him and his wife Elizabeth for their joint lives that part of the lot lying between the dashes Jan. 2, 1689;§ and Mr. Parris, for eighteen pounds, reconveyed it to Mr. Ingersoll Aug. —, 1697.|| Deacon Ingersoll died Jan. 27, 1718-9, having devised the income of his estate to his wife Hannah during her life, and subject to her life estate he devised to "Benjamin Hutchinson (my adopted son) who was very dutyfull to me while he lived with me & helpful to me since he has gone from me" all his real estate, except two acres at the western end of this lot, "whh I give to the inhabitants of Salem Village for a training place for ever." Benjamin Hutchinson and Nathaniel Hutchinson, both of Salem, husbandmen, conveyed to Samuel Ingersoll of Salem, cooper, that part of the lot lying easterly of the dashes, with "an old dwelling house standing thereon," Sept. 17, 1731.¶ But as Nathaniel Ingersoll died leaving no issue releases from his heirs-at-law were secured. Samuel Ingersoll of Salem, cooper, released his

*Essex Registry of Deeds, book 68, leaf 225.

†Essex Registry of Deeds, book 71, leaf 79.

‡Essex Registry of Deeds, book 1, leaf 1.

§Essex Registry of Deeds, book 9, leaf 71.

||Essex Registry of Deeds, book 14, leaf 172.

¶Essex Registry of Deeds, book 59, leaf 31.

one-fifth interest in the old house, barn and homestead land to Thomas Haynes of Haverhill, husbandman, Jonathan Haynes and Joseph Haynes, "now at Canada," William Corbet of Lebanon, Conn., and wife Sarah, John Heath of Norwich, Conn., and wife Hannah, Thomas Kingsberry of Windham, Conn., and wife Margaret, John Preston of Windham and wife Mary, John Corlis of Haverhill and wife Ruth, heirs of Jacob Warren and wife Abigail, now deceased, Isaac Spalden and wife Elizabeth of Plainfield, Conn., all brothers and sisters of said Thomas Haynes, Sept. 17, 1731.* Benjamin Haynes of Salem, Salem county, in West New Jersey, weaver, for himself and as attorney of Joseph Haynes, jr., and Thomas Haynes, plantation men, and Daniel Haynes, carpenter, all of Maning town, in said county, and Roger Hugings of Pils Grove and wife Sarah release their interests in this homestead to Samuel Ingersoll, sr., of Salem, cooper, Nov. 6, 1731.† Sarah Ropes of Salem, widow, released her interest in the estate to Samuel Ingersoll June 8, 1732;‡ and George Flint of Salem, husbandman, and wife Sarah (daughter of Sarah Haines, who was daughter of William Haynes, who was son-in-law of Richard Ingersoll, formerly of Salem, deceased) released her interest July 11, 1733.§ Samuel Ingersoll conveyed the land and buildings to Ebenezer Hawks of Marblehead and Samuel Pope of Salem, blacksmiths, Oct. 22, 1735.|| Messrs. Hawks and Pope conveyed the same to Joseph Cross of Salem, mariner, Jan. 31, 1736;¶ and Mr. Cross removed the old house and erected a new one in its stead before 1762.

Parsonage. That part of this lot lying southerly of the dashes, upon which the parsonage was built in or before 1681, was probably donated by Nathaniel Ingersoll for that purpose at that time.

That part of the lot lying northeasterly of the dashes was conveyed, for six pounds and ten shillings, by Joseph

*Essex Registry of Deeds, book 59, leaf 59.

†Essex Registry of Deeds, book 59, leaf 269.

‡Essex Registry of Deeds, book 59, leaf 270.

§Essex Registry of Deeds, book 63, leaf 187.

||Essex Registry of Deeds, book 68, leaf 225.

¶Essex Registry of Deeds, book 71, leaf 277.

Hutchinson of Salem, husbandman, to the "inhabitants of y^e farmes of Salem Village" April 13, 1681.*

That part of the lot lying southwesterly of the dashes was conveyed by Joseph Holton, sr., of Salem, husbandman, to "the inhabitants of the farmes of Salem Village" April 15, 1681.† This was a part of the tract of land conveyed by John Pease to Richard Ingersoll June 13, 1644.‡

Upon the severance of the relation of Rev. Samuel Parris to the church and parish, the question of title to the parsonage property and ministry land arose, and it was submitted to arbitration by Mr. Parris and Nathaniel Putnam, Daniel Andrew, Joseph Herrick, Thomas Putnam and Joseph Putnam, all of Salem, on behalf of the inhabitants of Salem Village, and, Aug. 30, 1697, an award was made, by which Mr. Parris should release his interest in the messuage known as the ministry house and land and in the copper in the leanto of the house, and, also, in all land bought by the Village of Joseph Holton, and he accordingly released the same Sept. 24, 1697.§

The parsonage house, which was built for the minister, was forty-two feet long, twenty feet wide, and of eleven feet post. It had four chimneys, and no gables. In 1734, it was repaired for the occupancy of Rev. Peter Clark, and an addition to it was made twenty-three feet long, eighteen feet wide, and fifteen feet post. This old parsonage house was demolished by Rev. Benjamin Wadsworth in 1784.

The parish disposed of the land in 1864 and 1866.

Samuel Sibley House. This lot of land early belonged to Benjamin Hutchinson of Salem, husbandman, and he conveyed it to his son Joseph Hutchinson of Salem, yeoman, May 16, 1666.|| Joseph Hutchinson conveyed it, with the road (four rods wide) to the street, to Samuel Sibley of Salem, cooper, Sept. 2, 1686;¶ and Mr. Sibley built a house and barn and planted an orchard upon the

*Essex Registry of Deeds, book 7, leaf 40.

†Essex Registry of Deeds, book 7, leaf 40; book 11, leaf 139.

‡Essex Registry of Deeds, book 1, leaf 1.

§Essex Registry of Deeds, book 14, leaf 245.

||Essex Registry of Deeds, book 3, leaf 18.

¶Essex Registry of Deeds, book 11, leaf 115.

lot. For twenty-five pounds, he conveyed the estate to Samuel Lane of Salem, blacksmith, June 6, 1696;* and, for thirty-three pounds, Mr. Lane conveyed to John Ganson of Salem, weaver, "my now dwelling house," barns, orchards and land, April 2, 1707.† He died in January, 1723-4, and his widow Abigail married, secondly, Capt. Thomas Flint of Salem, and disposed of this estate to her children, under the power and direction in his will, Feb. 19, 1734-5.‡ Lois Ganson of Salem, singlewoman, released one-ninth of the "mansion house," barn and land to her brother Benjamin Ganson of Salem, weaver, Feb. 21, 1734-5.§ John Ganson of Salem, housewright, released one-fifth of it to his brother Benjamin Ganson, who was then living in the house, Oct. 7, 1740;|| and on the same day Jonathan Hutchinson of Salem, husbandman, and wife Elizabeth released her interest in it to her brother Benjamin Ganson.¶ Nathan Ganson of Salem, housewright, released his one-fifth interest in the house, barn and land to his brother Benjamin Ganson April 4, 1744.** Benjamin Ganson died in the spring of 1749, when his twelve acres of land and the buildings were appraised at one hundred and fifty pounds. The house was gone before 1788, when the lane was described as "a lane leading from the highway leading to the meeting house to the cellar where Ganson's house formerly stood."††

James Bayley House. That part of this lot lying westerly of the dashes next the highway early belonged to Richard Hutchinson of Salem, husbandman, and he conveyed it to his son Joseph Hutchinson of Salem May 16, 1666.‡‡ Joseph Hutchinson conveyed it to Rev. James Bayley of Salem March 25, 1681.§§ Mr. Bayley had preached here from 1672 to 1680.

*Essex Registry of Deeds, book 19, leaf 86.

†Essex Registry of Deeds, book 19, leaf 160.

‡Essex Registry of Deeds, book 81, leaf 91.

§Essex Registry of Deeds, book 81, leaf 83.

||Essex Registry of Deeds, book 81, leaf 84.

¶Essex Registry of Deeds, book 81, leaf 104.

**Essex Registry of Deeds, book 86, leaf 44.

††Essex Registry of Deeds, book 147, leaf 95.

‡‡Essex Registry of Deeds, book 3, leaf 18.

§§Essex Registry of Deeds, book 7, leaf 79.

That part of the lot lying northerly of the northernmost dashes was a part of the estate of Richard Hutchinson and conveyed by him to his son Joseph as above stated. Joseph Hutchinson of Salem Village, for thirteen pounds and six shillings, conveyed it to James Bayley of Roxbury, physician, May 2, 1693.*

That part of this lot lying between the dashes was also a part of the estate of Richard Hutchinson, and conveyed by him to his son Joseph as above stated. Joseph Hutchinson, sr., of Salem, yeoman, conveyed it to Rev. James Bayley of Salem Village, who "hath bene in y^e exercise of his gifts by preaching amongst us several years, having had a call thereunto by y^e inhabitants of y^t place, and att y^e sd Mr. Baylee's first coming amongst us, . . for his more comfortable subsistence amonge us; but the Providence of God having so ordered it, y^t y^e sd Mr. Bayley doth not continue amongst us in y^e worke of y^e ministry, yet considering y^e premisses, & as a testimonie of our good affection to y^e sd Mr. Bayley," May 6, 1680.†

The rest of the lot probably early belonged to Richard Hutchinson, and later to his son-in-law Nathaniel Putnam of Salem, husband of his daughter Elizabeth. Nathaniel Putnam conveyed to Mr. Bayley the lot, "whereon y^e said Mr. Bayley's now dwelling house now standeth," May 6, 1680,‡ Mr. Hutchinson and Mr. Putnam joining in one deed.

Thus the whole lot became the property of Mr. Bayley in 1700. He removed to Roxbury, where he continued the practice of a physician, and, for one hundred pounds, conveyed the dwelling house, orchard and land to Nicholas Hayward of Salem May 23, 1700.‡ Mr. Hayward died in the spring of 1748; and in the division of his estate his homestead land and buildings were assigned to his son Paul Hayward. Paul Hayward of Salem, cordwainer, for forty-two pounds, six shillings and eight pence, conveyed to James Smith, jr., this house, barn and land

*Essex Registry of Deeds, book 13, leaf 279.

†Essex Registry of Deeds, book 7, leaf 79.

‡Essex Registry of Deeds, book 21, leaf 24.

around them Feb. 27, 1750.* In 1788 it was called "the house where Israel Smith lives." The house was probably gone a few years later.

John Shepard House. This lot of land was a part of the great lot of Richard Hutchinson; and it came into the ownership of Nathaniel Putnam very early. Mr. Putnam sold or gave it to his father before 1680; but no deed of it was given until Feb. 19, 1682-3, when it legally passed to his father John Putnam, sr., of Salem.† Capt. John Putnam gave it to John Shepard to be disposed of to his children before 1680, and before he had acquired a deed of it. Mr. Shepard built a house thereon immediately; and, when of Rowley, tailor, for love, he conveyed the "mansion house" and land to his children, John Shepard and Hannah (Shepard) Clark, both of Haverhill, William Shepard of Hampton, N. H., and Eleazer Shepard of Salem (who was then at sea) Feb. 23, 1710-1.‡ Mr. Shepard died July 8, 1726, and his heirs sold it to James Ross of Salem, shoemaker. Mr. Ross conveyed the buildings and land to Samuel Hayward, jr., of Salem, weaver, June 14, 1742.§ It next belonged to Nicholas Hayward of Salem, who died in 174-. The next owner was his son Paul Hayward of Salem, yeoman, who conveyed this homestead to Nathaniel Browne of Salem, gentleman, March 10, 1748.|| For one hundred pounds, Mr. Browne conveyed the dwelling house, barn and land to James Smith, jr., of Salem, cooper, April 10, 1749;¶ and the buildings were apparently gone before 1788, when the land was still owned by Mr. Smith.

Samuel Parris Lot. This lot early belonged to James Hadlock of Salem Village, and he sold it to John Shepard of Salem Village, tailor, Oct. 30, 1688. Mr. Shepard had his orchard here. He removed to Rowley, and, for ten pounds, conveyed the lot and some buildings thereon to Samuel Parris of Salem Village Feb. 15, 1691.** Rev.

*Essex Registry of Deeds, book 96, leaf 118.

†Essex Registry of Deeds, book 6, leaf 77.

‡Essex Registry of Deeds, book 24, leaf 2.

§Essex Registry of Deeds, book 84, leaf 197.

||Essex Registry of Deeds, book 93, leaf 155.

¶Essex Registry of Deeds, book 93, leaf 149.

**Essex Registry of Deeds, book 9, leaf 70.

Mr. Parris removed to Newton, and owned the lot in 1700.

Joseph Hutchinson House. This was part of the farm of Elias Stileman, the elder, which was granted to him by the town of Salem before 1641. Mr. Stileman conveyed it to Richard Hutchinson June 6, 1648.* Mr. Hutchinson was of Salem, husbandman, and, for love, conveyed to his son Joseph Hutchinson of Salem this tract of land, with the house and barn thereon, May 16, 1666.† Richard Hutchinson apparently continued to live in this house with Joseph until his death in 1682, and his widow also until her marriage with Thomas Roots of Manchester a few months after his death. Joseph Hutchinson conveyed to his son Robert "my mansion house," barn and land, June 3, 1708.‡ The house was apparently gone before 1729, when the land was sold.

Nathaniel Ingersoll Lot. This lot of land belonged to Richard Ingersoll, who died in 1644, possessed of it, having devised it to his wife Ann. She married, secondly, John Knight, sr., and died in the summer of 1670. It came into the hands of her son Nathaniel Ingersoll, who owned it in 1700.

The watchhouse of King Philip's war time stood on the western end of this lot; and, in 1701, the second meeting house of Salem Village was built upon the same site, and there it and its successors have since stood.

Thomas Haines House. This lot of land belonged to Richard Ingersoll, who died in 1644, having devised it to his wife Ann. She married, secondly, John Knight, sr., and died in 1670. It came into the possession of her daughter Sarah, who married, first, William Haines, and, second, Joseph Houlton. Joseph Houlton was a husbandman, and lived just below on the same side of the street. He released this lot to his step-son Thomas Haines of Salem Aug. 9, 1681.§ Mr. Haines built a house upon this lot and became an innholder. He removed to Salem, in New West Jersey, and conveyed the house and land

*Essex Registry of Deeds, book 1, leaf 4.

†Essex Registry of Deeds, book 3, leaf 18.

‡Essex Registry of Deeds, book 30, leaf 179.

§Essex Registry of Deeds, book 6, leaf 13.



THOMAS HAINES HOUSE



JOHN HOULTON HOUSE

to John Allen of Salem, gunsmith, March 23, 1703-4.* Mr. Allen removed to Marblehead, and conveyed the land and house, "in which I formerly dwelt," to Ebenezer Buxton of Salem, cooper, June 12, 1731.† Mr. Buxton conveyed the land and buildings to John Putnam, jr., of Salem, husbandman, June 13, 1736;‡ and Mr. Putnam conveyed the dwelling house and land to Benjamin Chase of Danvers, weaver, Sept. 20, 1754.§ Mr. Chase died, in old age, in the winter of 1813-4, having devised his estate to his friend and housekeeper widow Elizabeth Flint of Danvers. She conveyed the land and buildings to Salmon Phinney of Danvers, yeoman, Feb. 1, 1816;|| and Mr. Phinney conveyed the same to Daniel King of Danvers, gentleman, April 1, 1817.¶ For eight hundred dollars, Mr. King conveyed the house and land around it to Elijah Pope, jr., of Danvers, cordwainer, March 9, 1833;*** and Mr. Pope mortgaged the estate to widow Elizabeth Wyman of Salem April 23, 1840.†† Mrs. Wyman removed to Marblehead, and died in August, 1856; having devised her estate (except a few small bequests) to her son Isaac C. Wyman of Salem, attorney-at-law, who as her executor foreclosed this mortgage by taking possession of the premises June 2, 1868.‡‡ Mr. Wyman conveyed the estate to Alvira T. Martin, wife of George B. Martin of Danvers, manufacturer, May 1, 1868.§§ Mrs. Martin died Aug. 14, 1878, intestate, and their children, Walter T. Martin, Caroline M. Martin and Alice B. Martin, all of Danvers, released their interest in the "Pope place" to their father George B. Martin of Danvers March 20, 1886.||| Mr. Martin died April 26, 1889, intestate; and Gilbert A. Tapley and another, administrators of his estate, conveyed this property to Wil-

*Essex Registry of Deeds, book 95, leaf 268.

†Essex Registry of Deeds, book 62, leaf 12.

‡Essex Registry of Deeds, book 74, leaf 120.

§Essex Registry of Deeds, book 101, leaf 88.

||Essex Registry of Deeds, book 210, leaf 2.

¶Essex Registry of Deeds, book 215, leaf 125.

***Essex Registry of Deeds, book 270, leaf 45.

††Essex Registry of Deeds, book 318, leaf 133.

‡‡Essex Registry of Deeds, book 750, leaf 240.

§§Essex Registry of Deeds, book 752, leaf 244.

|||Essex Registry of Deeds, book 1180, leaf 132.

liam H. Hood of Danvers Sept. —, 1891.* For nine hundred and fifty dollars, Mr. Hood conveyed it to Elizabeth R. Roberts, wife of Daniel C. Roberts of Danvers, Jan. 1, 1892 ;† and Mr. and Mrs. Roberts conveyed the land and buildings to Everett L. Wentworth of Danvers March 10, 1908.‡ Mr. Wentworth conveyed the same estate to Bertha L. Durkee, wife of Wendell U. Durkee of Danvers, Aug. 5, 1912 ;§ and Mrs. Durkee now owns the place.

Henry Houlton Lot. This lot of land belonged to Richard Ingersoll, who died in 1644, having devised it to his wife Ann. She married, secondly, John Knight, sr., and died in 1670. It came into the possession of her daughter Sarah, who married, secondly, Joseph Houlton. Joseph Houlton lived in Salem, and was a husbandman. He and his wife Sarah conveyed to their son Henry Houlton this lot, which contained one acre and was planted to an orchard, Sept. 22, 1694 ;|| and Henry Houlton owned it in 1700.

John Houlton House. This lot of land belonged to Richard Ingersoll, who died in 1644, having devised it to his wife Ann. She married, secondly, John Knight, sr., and died in 1670. It came into the possession of her daughter Sarah, who married, secondly, Joseph Houlton. Joseph lived in Salem, and was a husbandman. He conveyed to their son John Houlton this lot "on which the dwelling house of the grantee stands" Jan. 21, 1692.¶ John Holton lived here, and was a cooper. He died in the winter of 1721, having devised the use of his housing, barn and land to his wife Mary for her life, and then absolutely to Joseph Buxton, son of his sister Elizabeth Buxton. Joseph Buxton died in the summer of 1750, having devised this house and land to his wife Abigail for her life, and then absolutely to his son Joseph Buxton. The son Joseph Buxton of Danvers, cooper, for one hundred pounds, conveyed the house, barn and land to his

*Essex Registry of Deeds, book 1411, page 136.

†Essex Registry of Deeds, book 1339, page 342.

‡Essex Registry of Deeds, book 1908, page 540.

§Essex Registry of Deeds, book 2164, page 522.

||Essex Registry of Deeds, book 24, leaf 187.

¶Essex Registry of Deeds, book 14, leaf 206.

son Anthony Buxton of Danvers April 22, 1754;* and Anthony Buxton, then a cooper, conveyed the same estate to widow Miriam Giffards of Marblehead Aug. 18, 1777.† John Cross of Danvers, housewright, owned the house, barn and land as early as 1801; and, Feb. 26, 1805, when it was conveyed to Elijah Hutchinson of Middleton, housewright, by Daniel Dutch of Ipswich, a deputy sheriff, on an execution issued on a judgment recovered by Mr. Hutchinson in a suit against Mr. Cross.‡ Mr. Cross released the title to the estate to Mr. Hutchinson two days later.§ Mr. Hutchison removed to this place, and continued his trade of a housewright. He died Sept. 9, 1818; and, as administrator of his estate, Joseph Hutchinson conveyed the land and buildings to David Wilkins of Danvers, blacksmith, May 7, 1819.|| Mr. Wilkins' shop stood southerly from his house on land of Samuel Small. Mr. Wilkins conveyed the house, barn, shop and land to Solomon Wilkins of Middleton, esquire, Dec. 30, 1823; ¶ and Solomon Wilkins conveyed the same estate to David S. Wilkins of Danvers, laborer, April 22, 1833.** David S. Wilkins, who had become a yeoman, for seven hundred dollars, conveyed the same property to Frederick A. Wilkins and Reuben Wilkins of Danvers, shoemakers, July 14, 1842.†† Reuben Wilkins released his interest in the estate to Frederick A. Wilkins May 18, 1863.‡‡ Frederick A. Wilkins died Sept. 23, 1895, having devised this house and lot to his son George A. Wilkins of Danvers. George A. Wilkins conveyed the estate to William A. Donnell of Danvers Jan. 13, 1911; §§ and on the same day Mr. Donnell conveyed it to Laura A. Wilkins, wife of George A. Wilkins.|||| Mrs. Wilkins still owns and resides upon the old homestead.

*Essex Registry of Deeds, book 123, leaf 255.

†Essex Registry of Deeds, book 136, leaf 80.

‡Essex Registry of Deeds, book 174, leaf 298.

§Essex Registry of Deeds, book 174, leaf 299.

||Essex Registry of Deeds, book 223, leaf 10.

¶Essex Registry of Deeds, book 234, leaf 86.

**Essex Registry of Deeds, book 271, leaf 44.

††Essex Registry of Deeds, book 344, leaf 286.

‡‡Essex Registry of Deeds, book 652, leaf 18.

§§Essex Registry of Deeds, book 2065, page 9.

||||Essex Registry of Deeds, book 2065, page 10.

Joseph Houlton House. This lot of land belonged to Richard Ingersoll, who died in 1644, having devised it to his wife Ann. She married, secondly, John Knight, sr., and died in 1670. It came into the possession of her daughter Sarah, who married, secondly, Joseph Houlton of Salem. Mr. Houlton built a house on this lot and lived in it. He conveyed "my dwelling house" and this lot of land to his son James Houlton Aug. 19, 1701.* James Houlton lived in Salem, and died in the autumn of 1722, having devised to his wife Mary the income of his real estate for her life, and then to their son Joseph "all my land and housing in Salem Village that I had of my father," etc. Joseph Holton was only eleven years old at the time of his father's decease. His mother married, secondly, William Stacey of Marblehead Aug. 22, 1723, and they removed to Boston about five years later. He was a cordwainer, and married Rebecca Felton in 1731. He conveyed the estate to Bartholomew Rea of Salem, tailor, April 4, 1732;† and removed to Hopkinton. Mr. Rea became a yeoman, and lived here. He died in the spring of 1784, having devised to his wife the use of the lower room in the west end of the house for ten years, and to his son John Rea of Danvers, yeoman, his homestead land, with the buildings thereon, subject to the interest of the wife as above stated. John Rea died April 20, 1797. Daniel Rea of Andover, yeoman, a distant relative, owned the dwelling house, barn and land Nov. 29, 1805, when he conveyed the estate to Ebenezer Goodale of Danvers, esquire;‡ and Mr. Goodale conveyed the same estate on the same day to Samuel Small of Middleton, housewright.§ Mr. Small lived here, becoming a yeoman; and conveyed the house, shop, barn and land to Moses Gould of Danvers, victualer, May 5, 1826.§ Mr. Gould was sued by Ebenezer Goodale of Danvers, esquire, and on the execution which issued upon the judgment recovered in the action Daniel Dutch of Salem, a deputy

*Essex Registry of Deeds, book 14, leaf 222.

†Essex Registry of Deeds, book 60, leaf 151.

‡Essex Registry of Deeds, book 178, leaf 36.

§Essex Registry of Deeds, book 240, leaf 213.



JOSEPH HOULTON HOUSE



BENJAMIN HOULTON HOUSE

sheriff, sold the same to Mr. Goodale Feb. 19, 1828.* Mr. Goodale conveyed the land and buildings to Gilbert Tapley of Danvers, esquire, April 1, 1828;* and Mr. Tapley conveyed the estate to Isaac Dempsey, jr., of Danvers, cordwainer, Feb. 24, 1832.† Mr. Demsey died Jan. 10, 1862; and the real estate was divided among the heirs Oct. 17, 1892, the old house and land around it being assigned to Mary L. Demsey, Alden A. Demsey and Althea L. Demsey. Mary L. Demsey had bought the interest of Sally H. Morrison, wife of Joseph Morrison of Peabody, a daughter of the deceased, Oct. 23, 1889.‡ Alden A. Demsey of Danvers, son of the deceased, had conveyed his interest to Herbert A. Denison of Danvers Sept. 13, 1887;§ and Herbert A. Demsey conveyed it to Alatheia L. Demsey, wife of Alden A. Demsey, on the same day.|| Alden A. Demsey of Danvers conveyed his one-third interest to Mrs. Mary T. Hawkes Dec. 11, 1890.¶ Mary L. Demsey mortgaged two-thirds of the house and lot Dec. 23, 1893;** and the mortgage was foreclosed by Mrs. Mary T. Hawkes, wife of Thorndike P. Hawkes, the then holder, by sale to Herbert A. Demsey Dec. 11, 1911.†† Mr. Demsey reconveyed it to Mrs. Hawkes on the same day; and Mrs. Hawkes conveyed the estate to James H. Perry of Danvers Sept. 26, 1914.‡‡ Allie Gertrude Killam (daughter of Alden A. Demsey and Alatheia L. Demsey) of Reading released her interest in the estate as the heir of her parents to Mr. Perry March 20, 1915.§§ Mr. Perry conveyed it to Lillian G. Kennison, wife of Joseph L. Kennison of Salem, March 22, 1915;||| and Mr. and Mrs. Kennison conveyed the house and land to Edwin Dutcher of Danvers Oct. 21, 1916.¶¶ Mr. Dutcher now owns the property.

*Essex Registry of Deeds, book 248, leaf 132.

†Essex Registry of Deeds, book 267, leaf 30.

‡Essex Registry of Deeds, book 1264, page 196.

§Essex Registry of Deeds, book 1205, page 340.

||Essex Registry of Deeds, book 1205, page 341.

¶Essex Registry of Deeds, book 2116, page 556.

**Essex Registry of Deeds, book 1399, page 293.

††Essex Registry of Deeds, book 2116, page 552.

‡‡Essex Registry of Deeds, book 2277, page 492.

§§Essex Registry of Deeds, book 2291, page 144.

|||Essex Registry of Deeds, book 2291, page 145.

¶¶Essex Registry of Deeds, book 2346, page 367.

Benjamin Houlton House. This lot of land belonged to Richard Ingersoll, who died in 1644, having devised it to his wife Ann. She married, secondly, John Knight, sr., and died in 1670. The land came into the possession of his daughter Sarah, who married, secondly, Joseph Houlton of Salem Village, yeoman. For love, he gave this lot to his son Benjamin Houlton, who lived thereon, probably in a house built by him or his father. He died Sept. 17, 1689; and in his will he devised the house and land to his wife Sarah for her lifetime, with the power of disposal by will to his brothers or sisters or their children. His will was made the day before he died, and he assumed that he would die childless. A posthumous child, Benjamin, was born, however, Jan. 14, 1689-90 (about four months after his death). Joseph Houlton had made no legal conveyance of the estate apparently, and, after the death of his son Benjamin, he gave a deed of the estate to the latter's widow for her life and then to her son Benjamin Houlton in 1701 (the deed being acknowledged Dec. 23, 1701).* The latter lived here, and was a yeoman. Captain Houlton died in the autumn of 1744, having devised his real estate to his son John, who was then eighteen years of age, but providing that if John should de cease before he became twenty-one the estate should go to John's brothers Israel and James. The executor was Samuel Houlton of Salem, gentleman, the "trusty friend" and cousin of the testator, and the estate next belonged to Samuel Holton. He died Jan. 18, 1777. The title to this place descended to Hon. Samuel Holton of Danvers, son of the deceased, who lived here and died Jan. 2, 1816, possessed of the house and land. In his will he devised one-third of his estate to his daughter Mary Putnam, wife of Jethro Putnam, and one-third to his granddaughter Mary Ann Putnam, daughter of his son-in-law Ezekiel Putnam, esquire. The estate was divided among the devisees May 2, 1823; and the eastern half of the house and land was assigned to Mary Putnam, and the western half to Mary Ann Putnam. Mary Ann Putnam apparently released her interest in the estate to Mrs. Mary Putnam; and Mrs. Putnam died April 29,

*Essex Registry of Deeds, book 18, leaf 218.

1840. Her sons, Hiram Putnam of Syracuse, N. Y., and Philemon Putnam of Franconia, N. H., gentlemen, conveyed their interest in the property to their sister Harriet's husband, Israel Adams of Danvers, gentleman, Jan. 1, 1842.* Mr. Adams lived here, and died Feb. 28, 1857. Philemon Putnam of Danvers, executor of his will, sold the estate at auction, for fifteen hundred and thirty-five dollars, to Thomas Palmer of Danvers, April 30, 1864.† Mr. Palmer still owns the old house and land. The house is now a tenement house.

Joseph Houlton Lot. This lot of land belonged to Richard Ingersoll, who died in 1644, having devised it to his wife Ann. She married, secondly, John Knight, sr., and died in 1670. It came into the possession of her daughter Sarah, who married, secondly, Joseph Holtou of Salem, husbandman; and they owned the lot in 1700.

John Giles House. Richard Hutchinson early owned this lot of land, which was a part of the Stileman grant; and allowed his daughter Rebecca and her husband James Hadlock of Salem Village, yeoman, to live upon it from the time of their marriage, in May, 1658. Mr. Hutchinson conveyed it to them and their children March 11, 1680.‡ John Hadlock of Salem Village, husbandman, for forty shillings, conveyed that part of this lot lying easterly of the dashes to Henry Coombs of Lynn, tailor, March 9, 1692-3.§ On it, at that time, was "y^e house that was Caled John Coombs house." Henry Coombs apparently never came here to live, and the house was occupied in 1694 by Samuel Rea. For ten pounds, Mr. Coombs conveyed the dwelling house and land to John Gyles, jr., of Beverly, cordwainer, April 26, 1695;|| and Mr. Giles built a barn upon the northwestern corner of this part of the lot in or before 1697.

That part of the lot lying westerly of the dashes was conveyed by John Hadlock of Salem, yeoman, and his

*Essex Registry of Deeds, book 329, leaf 34.

†Essex Registry of Deeds, book 668, leaf 123.

‡Essex Registry of Deeds, book 15, leaf 101.

§Essex Registry of Deeds, book 9, leaf 97.

||Essex Registry of Deeds, book 10, leaf 162.

wife Sarah, to Mr. Giles, who had come here to live, June 24, 1697.*

Mr. Giles conveyed "my now dwelling house" and the land to Solomon Putnam of Salem, blacksmith, March 31, 1746.† Mr. Putnam's blacksmith shop was situated diagonally across the ways, northeasterly from his house. Mr. Putnam died in 17—; and in the division of his real estate in 1757 this house and land was assigned to his brother Gideon Putnam. Elizabeth Putnam of Danvers, widow of Tarrant Putnam of Salem (probably father of Solomon Putnam), deceased, and their children, Tarrant Putnam of Sutton, gentleman, Gideon Putnam, housewright, Samuel Putnam, yeoman, and his wife Elizabeth, both of Danvers, and Joseph Flint of Salem, housewright, and his wife Sarah, conveyed to Israel Putnam of Danvers, blacksmith, son of said Tarrant and Elizabeth, five-sevenths of this house and land around it, the grantee then living in the house, May 9, 1754.‡ Samuel Endecott, jr., of Danvers, husbandman, and wife Mary, released her one-seventh interest in the buildings and land to Israel Putnam, who owned the other six-sevenths, July 13, 1756.§ The house was apparently gone a few years later.

John Hadlock House. Richard Hutchinson early owned this lot of land, which was a part of the Stileman grant; and allowed his daughter Rebecca and her husband James Hadlock of Salem Village, yeoman, to live upon it from the time of their marriage, in May, 1658. Mr. Hutchinson conveyed it to them and their children March 11, 1680.|| Their son(?) John Hadlock of Salem, husbandman, for seventy-eight pounds, conveyed to David Judd of Salem, cordwainer, the dwelling house, barn and land, "being ye homestead where I now dwell," Oct. 20, 1709;¶ and Mr. Judd, still of Salem, cordwainer, for love, conveyed the house, barn and lot, after his wife's decease, to

*Essex Registry of Deeds, book 12, leaf 9.

†Essex Registry of Deeds, book 88, leaf 99.

‡Essex Registry of Deeds, book 104, leaf 60.

§Essex Registry of Deeds, book 103, leaf 178.

||Essex Registry of Deeds, book 15, leaf 101.

¶Essex Registry of Deeds, book 35, leaf 223.

his daughters Rebecca and Mary Judd June 12, 1745.* The estate belonged to James Smith of Danvers, cooper, March 8, 1765, when he conveyed it, including the dwelling house, which was then called the David Judd house, to his son Nathaniel Smith of Danvers, cooper.† Nathaniel Smith built a new house just south of the old one soon afterward, and probably removed the old house at that time.

*Essex Registry of Deeds, book 87, leaf 193.

†Essex Registry of Deeds, book 135, leaf 5.

A GENEALOGICAL-HISTORICAL VISITATION OF ANDOVER, MASS., IN THE YEAR 1863.

BY ALFRED POORE, M. D.

(*Continued from Volume LIV, page 144.*)

Robert, son of Robert Henry Fuller of Cambridge, has been with Mr. Baker from May, 1863. Nehemiah Abbott once kept tavern where Charles Shattuck's house now stands. Baker's Brook rises between Jameson's and Lowell St., and formerly many trout were caught in it. Among the early musicians from 1840 to 1855 were Daniel Fox, Zebediah Abbott, who went to Woburn, Nathan Bailey, Jr., John Tuck, 3d, J. Sydney Phelps, Joshua Boynton, Samuel Charles Frye. Saw a paper dated "Andover, Apr. 22, 1756. Rec'd of Mr. Eben Lovejoy £8. 13. 4. to procure a man to serve in the present expedition towards Crown Point, which sum is to serve for said Lovejoy's sons Turn. John Foster, Captain."

The county road from Andover to Billerica was laid out Oct. 1, 1712, by the selectmen. Jan., 1799, Zebediah Abbott was keeping tavern in the white house where Artemas Brown now resides, near West Parish church. At whose inn court was held in a dispute concerning the common lands. Capt. Zebediah Abbott, who was referee, resided where Morgan now lives.

Peter Martin married probably a sister to Lt. Moses Bailey's wife and lived where John Goldsmith did, and where the latter's grandson George Goldsmith now resides. Eben Lovejoy has a cradle for grain that Tim Mooar made about 1800. Old Mr. Foster, who lived where Charles Shattuck does, had Gideon, who settled where Ballard Lovejoy lives; Isaac, who settled in Tewksbury, when he was eighty years of age; John, who

died before 1800; Obadiah, who settled where Mrs. Joshua Lovejoy now resides; William, who lived where his grandson William Philip Foster now resides. Tim Mooar's father lived in a house that stood near the lane nearly in front of Carruth's, and his sister was wife of Lt. Moses Bailey. They had a brother who settled in Wilton, N. H., and a sister who married William Harris.

Richard Galen Dane has resided in this house since August, 1862, coming from Lowell. He was born in West Andover in 1825, and his wife Lydia, daughter of Amos and Hannah (Dane) Gilchrist, was born in August, 1824. Children: Ida Luella, b. June 16, 1855; Lydia Ann, b. 1857; Moses, died young. Mrs. Dane's father Amos was son of John and Polly (Downing) Gilchrist, born in Dracut, near Methuen, where his first child, Hannah Elizabeth, was born. He then came to West Andover, residing in the Bixby Abbott house, the Goodell house, and the Ballard Lovejoy place.

Mary Nourse has lived here since Nov. 16, 1844, coming from Salem. She has had in her house Amos Ridley, 1858-61, and William Tuck, 1861. John Ingalls Nourse, her husband, died Sept. 1, 1857, aged forty-eight years. He was son of John and Elizabeth (Ingalls) Nourse, and born in Lynn. Mrs. Nourse is daughter of John and Elsie (Leavitt) Thurston, and was born in 1804, in Stratham, N. H., where her father and grandfather Dea. John Thurston were born. Children: Nathaniel Thurston, b. Salem, mar. Phebe Augusta, daughter of Josiah Lovejoy, and died in Carlisle, May 4, 1855; Mary Susan, b. 1843, teacher in the Punchard school; Sarah Elizabeth, died young. Almira, daughter of Theophilus and Dolly (Nourse) Jones, her niece, has been with her since she was three years old. She was born in Exeter in 1838. Sally, her sister, who was born in Stratham May 17, 1789, has been with Mrs. Nourse since 1856.

Elizabeth Hunt has always resided in the house in which she was born in 1789, and her cousin Elizabeth, who was born in Otisfield, Me., in 1800, has lived with her since she was about four years old. Nathan, son of David and Priscilla (Chandler) Abbott, who was born in West Andover in 1799, has been boarding with Miss

Hunt since about 1832. Her father, Paul Hunt, was in the Revolutionary army and was engaged in making powder in Marland Village. He was born in Tewksbury in 1753, where his father John and grandfather John lived, and he died in 1831. He married Elizabeth, daughter of Joseph Shattuck, who was born in 1760 in West Andover and died in 1836. Paul Hunt lived in Frye Village seven years before he came here. This house was commenced by Chandler, and Mr. Hunt finished it and resided here from 1787. Children: Elizabeth, died young; Paul, who died where Comptors reside, in 1826, mar. Mary, daughter of Amos Durant, and have two children, Mary Ballard and Hannah Jane; John, died unmarried in Pittsfield; Elizabeth.

Mr. Nathan Abbott, 2d, says that the place where the widow of Joshua Lovejoy lives and owned by him was owned by Obadiah Foster about 1765. Mr. Abbott repaired the place in 1855, moved it back eleven feet, and let it to Mr. Lovejoy since 1859. William Tuck hired a part of it in 1860, and Patrick Murphy in 1862. Mr. Abbott is son of David and Priscilla (Chandler) Abbott, and grandson of Jonathan. David and Priscilla lived on a farm that his father gave him, where he built a house for him and where all the children were born. His son David now occupies it. Mr. Abbott's grandfather, Jonathan Abbott, had five sons, and to each of them he gave eighty acres of land, all within about two miles of each other. His mother's father was Nathan Chandler, who married Phebe Abbott, and resided where Artemas Brown now resides. Mr. Abbott came to the West Parish in June, 1829, built a store there which he kept about three years, then sold out to A. Holt, and later removed to South Andover village. The building has since been occupied as a dwelling. Then others occupied it at various times, widow Wheeler, Nathan Holt, who bought it, and Osgood Barnard, who resided in it until he converted his barn into a house. George Russell, who married Mr. Barnard's daughter, occupies it at present.

Mr. Abbott bought the house which Mrs. Nourse now owns and in which she resides about 1832, and repaired it and sold it to Mr. Nourse in 1844. He "tended store"

for Dea. Amos Abbott about five years before he began business on his own account.

Paul Hunt, sr., built the house where Mrs. Nourse resides for his son Paul about 1817. A portion of the frame was blown down in the September gale, and the large oak just across the street was laid low at the time. Since that time it has been mowing land. Paul Hunt, Jr., lived there a number of years, and it was afterwards occupied by Jacob Barnard. Samuel Flint resided there when Mr. Abbott bought it of Edward Dike.

Deacon Zebediah and Herman Abbott were in business here, and the building in which the store was kept is the woodhouse and entry part of the house where Benjamin Boynton and widow Kendall reside. The latter now owns the property. This store was in operation from about 1800 to 1820.

Next beyond the cemetery on the south side of the street is John Tuck, whose house, built in the fifties, was struck by lightning in August, 1860. The stone house was built in 1846 by Herman Phelps, who still owns and resides in it.

Rebecca King Goldsmith has resided in the upper part of this house since May, 1862. She came from Frye Village, where John Ray now lives, where she resided two years. She is daughter of Samuel and Rebecca (Parkhurst) King, who was born in Wilton, N. H., in 1817. Chandler Phelps' wife was aunt to Mrs. Goldsmith's mother, and she at one time resided in West Andover. She married, first, Daniel Pollard, son of Jabez and Lucinda (Pollard) Goldsmith of Wilton, born in 1814, and died in 1844, by whom she had: A son, who died young; Eldesta Coburn, b. 1838, mar. Joshua Herbert, son of Capt. Joshua Chandler, and resided near the West parish church; Granville Wheaton, b. 1840, died young; Sanford King, b. 1842, unmarried, member of Co. C, 13th Mass. Regiment; Amanda Eleanor, b. 1844, died young. She married, second, Benjamin Goldsmith, relative of her first husband, and son of John Goldsmith, born in Andover in 1800, by whom she had Benjamin Franklin, born in Roxbury in 1847.

Mary Ann Burnham, whose husband, Henry O. Burn-

ham, is in Co. H, 14th Mass. Regiment, has been in this house since 1862, occupying the lower part. He was a shoemaker, and moved from the tenement where George Russell resides. Children: Nellie Woodbury, b. 1858; Mary Kate, b. Nov., 1861. Mrs. Burnham was a Woodbury, and was born in Methuen.

Called on Deacon Solomon Holt, who says his grandfather Joshua Holt settled on this place and his children were all born here. Joshua's wife was Phebe Farnham, who died Jan. 26, 1806. Children: Joshua, who settled in Greenfield, N. H.; John, also settled in Greenfield; Timothy; Peter, a clergyman, who preached in Epping and Peterboro, and spent the last of his years in Greenfield; Solomon, settled on the homestead; Stephen, settled in Greenfield; Abiah, mar. Daniel Kimball and settled in Hancock, N. H., mar. Isaac Foster and lived in Greenfield, and mar. Joseph Bachelder of Greenfield; Hannah, mar. Ephraim Holt of Greenfield; Cloe, mar. Francis Bowers and settled in Greenfield. Solomon Holt, Mr. Holt's father, died in 1830, aged sixty-one years. He married Mary Cummings, from the south part of Andover, who had brothers, Jonathan, Stephen, a physician in Portland, Amos, Daniel and Abiatha, who died unmarried. Mrs. Solomon Holt died about 1848, aged about sixty-seven years. Children: Solomon, b. 1799; Mary, died young; Joshua, b. 1805, and resides in Bradford; Mary, b. 1806, mar. Samuel R. Hall, and lives now in Brownington, Vt.; Nathan, b. 1808, mar. Abigail Cochran, and now lives in Lawrence; Phebe, b. 1810, mar. Rev. Timothy D. P. Stone of Connecticut, who was brought up with Dr. Porter of the Andover Theological Seminary, and is now teaching in the West; Abiatha, b. 1813, mar. Elizabeth Plunkett of Andover, and died in Lowell; Stephen, b. 1816, mar. Jeannette Smith, daughter of Dea. Peter Smith, and died in Frye Village.

(To be continued.)

NEWSPAPER ITEMS RELATING TO ESSEX COUNTY, MASSACHUSETTS.

(Continued from Volume LIV, page 192.)

Ran away from *Samuel Lee*, of *Manchester*, on the 4th of August, a likely Negro Fellow about 20 Years old, short and pretty thick sett and spry; understands Farming Business, and is something Bow-Leg'd and born in New England. Had on when he went away a check Woolen Shirt, and a strip'd cotton and wool Jacket, and blue Yarn Stockings and also had with him a red Camblet Jacket, trim'd with Silver. Whoever shall take up said Negro and confine him in any of his Majesty's Goals, or send him to the Subscriber, shall have FIVE DOLLARS Reward & all necessary Charges paid by

SAMUEL LEE.

Boston Evening Post, August 8, 1768.

Salem, August 13, 1768. *Messrs. Fleets*. A Few Weeks since some of the respectable Inhabitants of this town being uneasy at the reflection cast upon it (perhaps justly) for their supine and lifeless behavior at this time, when so many of our invaluable rights were about to be taken from us; & at the same time beholding with abhorrence the unaccountable behavior of our two R——s in the last session of the General Court, who not only refused to assist in warding off the dangers that seemed to be coming upon us, but were content to confess themselves guilty, in a matter wherein they had not in the least offended: And as the publick no doubt would take the sentiments of their constituents. I say, for these reasons, a large number of the inhabitants of this town joined in petitioning the Select Men to call a meeting of the freeholders of it, purely to let the public know that the minds of the people in this place were not similar

with those of their Representatives; and in drawing up said petition care was taken that nothing should be inserted that should tend in the least to injure or hurt the character of the two Gentlemen, the late Representatives of this town. Notwithstanding which a small party arose to oppose said meeting, endeavoring to set forth the impropriety, the illegality, and bad tendency thereof; however a meeting was called, and the inhabitants met on Monday, the 18th day of July last, at the court-house in this town, & was the fullest meeting perhaps ever known in this place, the proceedings whereof are sufficiently known, and therefore I shall say the less about it.—After the meeting was over, the Moderator, with 29 others (some in and some out of the meeting) protested against the proceedings of the town at that time. The behavior of some people, more especially that of the Moderator, was truly unaccountable, & such as I feel ashamed even to think of. The inhabitants thought after the meeting was over that all the temper and heat then made its appearance would subside; but I am very sorry to see so much of it remaining in some of those who signed the protest. It has been often said that the petition for said meeting was drawn up in so bad a stile as to be scarcely legible, and in many places was quite inconsistent. We readily acknowledged they did not employ a lawyer for that purpose, but wrote it in haste and in such language as came first in their minds; however we apprehend it to be as well, and as properly done as the protest, tho' 'tis reported that was in agitation some days before the meeting, and that one lawyer at least, and how many hon. judges had a hand in it, I cannot tell: However they are both before the public, who are able to determine which is most proper. It has been hinted that all the principal people in the town protested against said meeting and that the petitioners for said meeting were only of the lower sort of people. Now we acknowledge that B——n P——n pays a large tax in the town of Salem, but one of the petitioners pays considerably more than he does in said town. F——s C——tt, who also signed the protest, pays a considerable tax: Now taking out B. P. and F. C., R——d D——y pays more tax for his estate than

about one half the other Gentlemen who signed the protest pay their estates. Further, there are as many as ten of the petitioners, each of which pay more tax than any one who signed the protest, the above two persons excepted. And what other reason they have for calling themselves the principal people we cannot tell, it is certain they never lived in better credit, nor were they ever more beloved or respected than the petitioners, nor do we think they are like to be for the future ; we are sure their conduct does not deserve it. One of those who signed the protest has intimated that he should not chuse to credit any of the petitioners with any part of his interest ; now be that as it will, it is strongly suspected that he and some others who signed the protest could not have credit for any large sum, and were their debts paid, we believe little would remain with them. Others of the protesters are continually saying they hope the meeting and the behavior of some people at it will be overlooked and forgot. We really wish it could ; but can people who know their characters stand as fair as their neighbors, I say can they be easy, when they hear themselves thus abused and ill treated by people, in some respects, as despicable as any among us.—I did not intend to say anything further respecting the late town-meeting, but seeing a piece in the *Essex Gazette* for the 9th of August of what the *Old Wife* says upon it. She seems to be greatly concerned for the peace of this place, & says she would go as far to maintain our rights as any of us.—For my part I never believe a lie even when I tell it myself ; for whatever this writer may think of herself, she is well known to be a rank tory, and at present her performance does not in the least influence or alter the sentiments of the good people of this place, and her peice is no more regarded than an *Old Wife's* fable which a noted apostle tells us we must refuse. She seems to be quite unacquainted with what calmness people in general went to that meeting, and had *the few* suffered it to have gone on as it first began, there would have been no ill blood stirred up by it ; and it is observed that People in general look on each other as pleasant as before. It is true P—— F—— has not since looked well pleased, and I believe but few regard it.

Further, can she suppose that people will be easy when they are treated with language fit only for *Bull-Dogs*, and to see a Gentleman come into the meeting & suffer himself to be M—d—r, and to open the meeting, and as soon as he and some others found the meeting was not going on as they would have it, then to fall into the greatest heat and passion, treating the town with great indecency at least, and the town of Boston with the most scurrilous language, and at the same time the M—d—r pulling out of his pocket a protest ready cut & dried, saying he should protest against the meeting in general, &c.—I believe this is the first of the kind ever heard of, and I believe it is highly likely 'tis an example that will not be followed by many. The conduct of another honorable Gentleman was almost as unaccountable, he insisted that we had no right to approve or disapprove of our Representatives ; for, said he, if they are to be call'd to an account for any part of their conduct in the D—l Aff—y it does entirely destroy the freedom of that House. So that according to his doctrine, if our Representatives (creatures of our own making) were to pass a vote that all their constituents should be slaves to them, we had no right to disapprove of it. It is but a few years since this very Gentleman was chose by the people to represent this town, and at that time he appeared to be much obliged to them for it, but notwithstanding he has arrived to the posts he now holds purely thro' the means of this people's chusing him their Representative, yet if he would once consider, if he had never been sent to the G——l C——t by them, he no doubt would have remained in his native obscurity, but has no sooner rose a little above the common level but he despises his best friends, the people, scarcely taking notice of his former most intimate acquaintances—*how ungrateful !* The strange behavior of some of those who signed the protest had caused me, who am no writer by profession, to give the public this information through the channel of your paper. I wish it may have the good effect desired by

Yours, &c.,

*A Native of Salem.
Boston Evening Post, August 15, 1768.*

Boston, August 15, 1768. The inhabitants of Ipswich being informed that reports were spread in the Metropolis and other towns that the principal of its inhabitants were of the same mind that one of their late Representatives was of, in rescinding the Resolves of a former House of Representatives of this Province, apprehended themselves greatly injured by such Reports, as it is well known that they and their Ancestors were always hearty in the Cause of Liberty, both Civil and Religious, and were for maintaining their Rights and Privileges inviolate; therefore that the truth of facts might appear to the public, a considerable Number applied to the Selectmen to have a Meeting called to know the Minds of the Town concerning this Matter, and pass such Votes relative thereto as they thought proper: Accordingly a Meeting was called, and the Proceedings of the Town appear by the following Copy from their Clerk, viz.

At a legal and full Meeting of the Freeholders and Others, the Inhabitants of the Town of *Ipswich*, assembled August 11, 1768, AARON POTTER, Esq; Moderator.

Unanimously Voted, That the Town of *Ipswich* highly approves of the Conduct of the late House of Representatives who were for maintaining the Rights and liberties of their Constituents, and were against rescinding the resolves of a former House.

Voted, That the Thanks of this Town be given to the worthy Ninety-two Gentlemen of the late Honorable House of Representatives, for their Firmness and Steadiness in standing up for and adhering to the just Rights and liberties of the Subject when it was required of them (at the Peril of their political Existence) to Rescind the Resolves of the former House of Representatives.

Voted, That this Meeting be dissolved.

Attest, Samuel Rogers, *Town-Clerk*.

Boston Evening Post, August 15, 1768.

SALEM, August 16, 1768.

Yesterday died at Ipswich, in an advanced Age, Mrs. *Mary Turner*, Relect of *John Turner*, Esq; late of this Town.

One day last Week, a Child about 7 years old, Son of Mr. Abbot of Andover, playing about a Cart, was crushed, by one part of the Cart's falling, in such a Manner as put an end to his Life.

Last Saturday Capt. Holman arrived here in 20 Days from Guadaloupe. It was reported there that the Trade was stopped at Martineco.

Last Lord's Day there was a Collection in the Rev. Mr. Bernard's Society, for the Sufferers at Montreal, which amounted to Twenty one Pounds Ten Shillings Sterling.

Boston Evening Post, August 22, 1768.

Ran away from *Samuel Lee*, of *Manchester*, on the 4th of August, a likely Negro Fellow about 20 Years old, short and pretty thick sett and spry; understands Farming Business, and is something Bow-Leg'd, and born in New England. Had on when he went away a check Woollen Shirt, and a strip'd cotton and wool Jacket, and blue Yarn Stockings, and also had with him a red Cambler Jacket, trim'd with Silver. Whoever shall take up said Negro and confine him in any of his Majesty's Goals, or send him to the Subscriber, shall have FIVE DOLLARS Reward, & all necessary Charges paid by

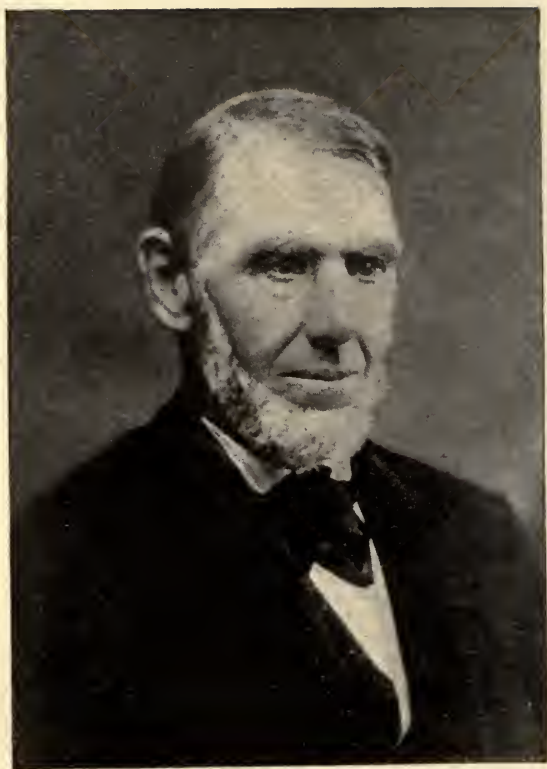
SAMUEL LEE.

(Supp.)

Boston Evening Post, August 22, 1768.

[The Essex Gazette began publication in Salem on August 2, 1768, and covered the local territory well for the times.]

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REV. BENJAMIN HOWE

JAMES HOWE OF IPSWICH AND SOME OF HIS DESCENDANTS.

BY M. V. B. PERLEY.

(Continued from Volume LIV, page 176.)

263. *REV. BENJAMIN HOWE was born in Linebrook, 4 Nov., 1807, and married in Brooklyn, Ct., 31 May, 1842, Miss Waty Williams Tyler, born in that town, 27 Aug., 1814, to William and Waty (Williams) Tyler. She was an excellent woman, a gentle and godly spirit, a clergyman's worthy helpmeet. She died in Hudson, N. H., at their home farm, 25 May, 1895, where he died 18 Oct., 1883.

Rev. Benjamin Howe could exclaim with St. Paul: "These hands have ministered to my necessities." He began his life work in early boyhood. He fitted for college at different academies, only because each succeeding one offered more remuneration for daily after-school toil. He studied Latin grammar at Topsfield Academy a year, under Prof. Vose, before he began translating. He was a good Latin and Hebrew scholar. I have heard him say he would like to see a better translation of the Old Testament; the New was efficiently good. He graduated at Amherst College, 1838; at Hartford (Ct.) Theological Seminary, 1841. He joined the Topsfield church 7 Nov., 1830. He was acting pastor, Coventry, R. I., 1843-4; Wells, Me., till ordained there, 5 Nov., 1845; dismissed 5 Nov., 1849; teacher and preacher at Brooklyn, Ct.,

*"Ipswich", in Lewis' History of Essex Co. (1888), p. 596, says of him: "His walk was exemplary; his service for the Master sincere; his faith exalted and abiding; his love for his work earnest; frowning upon sin as such, while charitable to the erring, a man of noble and generous impulses."

The Salem Gazette concludes: "He stands before us a massive character, a grand and noble manhood, commanding our respect and winning our love."

1850-55 ; acting pastor, Meredith, N. Y., 1855-60; in N. H., without charge, 1860-66 ; acting pastor, Hudson, N. H., 1866-7 ; Lemster, N. H., 1867-70 ; installed at Linebrook, his native parish, 3 May, 1871, and continued till his death.

Children of Rev. Benjamin and Waty W. Howe:—

374. HOMER, b. 16 Aug., 1848; d. 24 Jan., 1904, at the State institution, Grasmere, near Manchester, N. H. He was temperate, intelligent, a lover of Shakespeare and good society, and only unable to provide for himself.

375. CECIL PUTNAM, b. 8 Nov., 1857; d. 13 Feb., 1866.

270. EMERSON HOWE was born in Linebrook, 23 Nov., 1813, and died 1 Sept., 1885. He married, 2 Dec., 1840, Ruth Conant, born 10 Dec., 1814, to William, 3d, and Elizabeth (Foster) Conant, and died in Rowley, 16 Sept., 1902, at the home of her daughter. Mr. Howe followed his father upon the farm. He was a most exemplary man, a devoted member of the church, and several times refused the use of his name in the election of a deacon, on the plea that he did not desire to be official, but useful. He died in the 37th year of his parish clerkship. He was habitually in his place in Sunday school and the church choir; of the former he was many years assistant superintendent. The local newspaper closed an article on Mr. Howe's death: "Mark the perfect man and behold the upright, for the end of that man is peace".

Child of Emerson and Ruth Howe:—

376. CELIA AUGUSTA, b. 27 Aug., 1843; studied in Topsfield Academy; m. 5 Nov., 1862, George Prescott of Rowley, age 25 y., son of George K. Prescott. They, father and son, were largely engaged in the wood, lumber and timber trade.

272. NATHANIEL HOWE was born in Linebrook, 23 July, 1826, and died in Georgetown, 23 Dec., 1897. He was a shoemaker in Linebrook, a farmer in Georgetown. He married, 4 Nov., 1839, Susan Chapman, born 2 June, 1820, to Joseph and Mary (Lumas, daughter of William) Chapman of Rowley, and died 21 Feb., 1912, in Georgetown. His home in Linebrook was the present home of Dea. O. M. Hills.

Children of Nathaniel and Susan Howe :—

377. LEONARD, b. 4 Aug., 1840; was a soldier in the Civil War. "Enrolled 11 May, 1861, in Boston, entered into service 25 May, 1861, Co. H, 2nd Mass. Inf., as a private, to serve for three years; promoted to corporal, Sept. or Oct., 1861; d. at camp near Seneca, Md., 28 Nov., 1861."—*Official Records*.
378. CALVIN EMERY, b. 10 May, 1847, in Ipswich.
379. CELESTIA ELIZA, b. 10 May, 1847, in Ipswich; m. in Georgetown, Chase Proctor Brown of Sanbornton, now living in Melrose. He is a salesman. They have one child: Lewis Alfred, b. 15 July, 1875.
380. MARY ISABELL, b. 18 Dec., 1849; housekeeper in Georgetown. Did a good work in collecting data for this family.
381. ALFRED ALDEN, b. 14 Nov., 1854; m. 14 Oct., 1879, and had two boys: George Allen, b. 21 Dec., 1881, and Warren Newell, b. 12 Jan., 1884. His wife was Elizabeth A. Sly, daughter of Amos Abbott and Frances Maria (Stocker) Sly. She d. in Tunbridge, Vt., 29 Aug., 1915.

273. THOMAS HOWE was born in Methuen, 6 Feb., 1784, and died 21 Dec., 1831. He married, 29 Nov., 1810, in Methuen, Phebe Howe, his cousin, born 10 Mar., 1787, to Isaac and Lois, and died 5 Feb., 1882.

Children of Thomas and Phebe Howe, all born in Methuen :—

382. JONATHAN, b. 19 Dec., 1811; d. 20 Dec., 1811.
383. JONATHAN F., b. 11 Jan., 1814; d. 14 Mar., 1814.
384. HANNAH WEBSTER, b. 11 Oct., 1815; d. 1893.
385. GEORGE HERRICK, b. 18 May, 1817; d. 15 Sept., 1836.
386. MOSES, b. 24 June, 1819; d. 12 Jan., 1896.
387. PERSIS, b. 28 May, 1821; d. 15 Jan., 1824.
388. MARY HERRICK, b. 8 Oct., 1823; d. 12 Feb., 1903; m. Dr. Samuel Gale of Newburyport after the death of her sister, Phebe Jane.
389. PHEBE JANE, b. 30 Dec., 1826; d. 7 May, 1860; m. Dr. Samuel Gale, and had one child: G. Howe.

278. DAVID HOWE was born in Methuen, 22 Mar., 1789, and died 10 Jan., 1842. He married, 1 Sept., 1814, Mary Ann White, born in Haverhill, 16 May, 1795, to Hon. Leonard and Mary (Dalton) White. David and his son Daniel W. were stock brokers in New York City around 1840.

Children of David and Mary Howe :—

- 390. DAVID W., b. 16 July, 1815; d. young.
- 391. DANIEL W.
- 392. SARAH DALTON, b. Dec., 1822.

279. ISAAC REDINGTON HOWE was born in Haverhill, 13 Mar., 1791, and married, 16 July or 8 Aug., 1816, Sarah Saltonstall.

Children :—

- 393. NATHANIEL SALTONSTALL, b. 24 April, 1817.
- 394. MARY COOK, b. 25 Mar., 1819.
- 395. CAROLINE MATILDA, b. 17 Sept., 1821; d. unm., of bleeding of lungs, 9 Aug., 1844.
- 396. ANN ELIZABETH, b. 14 Nov., 1823; d. 7 July, 1845, of consumption.
- 397. FRANCES, b. 8 Oct., 1827; d. 5 Sept., 1828.
- 398. WILLIAM GARLAND, b. 28 June, 1828; d. 26 Aug., 1828.
- 399. WILLIAM GARLAND, b. 1 Aug., 1829. Mary McK. Howe, wife of William G. and only heir, of Haverhill, d. 15 Nov., 1867. Her will, made 16 Oct., 1867, mentions my son Henry K. Howe, an uncle Henry Willis of Boston, and sister Louisa H. Kinsman.
- 400. FRANCIS, b. 8 Nov., 1831.

282. JAMES HOWE was born 2 Sept., 1789, and married, 24 Mar., 1814, Elizabeth B. Willis.

Children :—

- 401. ELIZABETH WILLIS, b. 20 Feb., 1815; d. 19 or 28 Aug., 1818.
- 402. MARY FISHER, b. 11 June, 1816.
- 403. JAMES, b. 30 June, 1818.
- 404. BENJAMIN WILLIS, b. 10 Nov., 1821.

285. COL. JACOB HOWE was born 23 June, 1795, and died 30 Sept., 1873, in Haverhill. He married (int. 1 May), 1830, Mary Cranch Norton of Sharon, daughter of Rev. Jacob Norton. She died 6 or 3 Nov., 1841, aged 37 years. He married, second, 27 April, 1842, Mrs. Maria Hastings, both being of Haverhill. He left real estate, \$4,500; personal, \$558.88; farm of 40 acres and buildings, and widow Sally.

Children :—

- 405. RICHARD CRANCH, b. 4 Aug., 1831.

- 406. JAMES, b. 22 Sept., 1833.
- 407. ELIZABETH NORTON, b. 17 Aug., 1836; m. C. R. Mason of Lawrence.
- 408. MARY SMITH, or WOOD, b. 25 June, 1839; m. Nathaniel Brookhouse Mansfield of Boston.
- 409. CHARLOTTE ANN, b. 24 Oct., 1841; m. R. C. Davis of San Francisco.

291. CAPT. ISAAC HOWE was born 20 July, 1794, and married, first, in Nov., 1817 (12 Nov., 1816—*church records*), Hannah Sawyer, who died 19 July, 1828, aged 39 years. He married, second, 27 Nov., 1828, Abigail Merrill, who died of consumption, 4 or 5 April, 1836, aged 40 years 7 months. He married, third, 21 Sept., 1837, Sarah Hall.

Children :—

- 410. WILLIAM S., b. 2 Mar., 1818.
- 411. BETHIAH W., b. 1824; m. 14 Nov., 1844, George W. Kinney of Lowell, a. 20 y., machinist, son of Jonathan.

292. PHINEAS HOWE was born in Haverhill 6 July, 1796, and died 29 Mar., 1879. He married, in Methuen, 17 Oct., 1819, Tryphena Wheeler. Phineas Howe of Concord married, in Methuen, 19 Feb., 1822, Martha Cynthia Currier.

Children :—

- 412. PHINEAS BURKLEY, b. 28 July, 1820; d. Feb., 1887.
- 413. HARRIET FRANCES, b. 8 Feb., 1823; m. 8 Feb., 1843, in Methuen, Jared S. Howe of Methuen.
- 414. HAZEN WHEELER, b. 16 June, 1826; hatmaker; lived in Haverhill; d. 29 Oct., 1854. In the settlement of his estate (\$7390), his father was the only heir.
- 415. SARAH HELEN, b. 17 Feb., 1828; d. 10 Jan., 1841.
- 416. MARGARET, b. — Mar., 1830; d. 17 Aug., 1831.

297. ISAIAH HOWE was born 1 Aug., 1783, and married (int. 27 Oct., 1811), Esther Merrill of Salem, N. H., who died 14 Feb., 1865.

Children of Isaiah and Esther Howe, born in Methuen :

- 417. JOHN, b. 4 July, 1813; d. 19 July, 1817.
- 418. JOHN, b. 12 Sept., 1819; yeoman; m. 15 Feb., 1849, Sarah Whitehouse, ae. 29 y., dan. of Joseph and Abigail, and had: Abbie Jane, b. 6 Dec., 1849.

419. MARANDA, b. 30 Jan., 1822; m. 2 July, 1846, John Sleeper, ae. 25 y., son of Stephen and Ruth Sleeper of Lowell.
420. ESTHER, b. 25 Dec., 1825; m. 20 Nov., 1845, James M. Moreland, ae. 25 y., shoemaker, son of William.
421. ISABELL LADD, b. 12 Dec., 1828; m. 5 Oct., 1848, William Moreland, ae. 25 y., shoemaker, son of William and Abigail.
422. LYDIA JANE, b. 26 Sept., 1833; m. Amos B. Poor of Haverhill.

298. DANIEL HOWE was born 4 Dec., 1786, and died 3 July, 1839. He married, in Methuen, 22 Oct., 1818, Sally Haseltine of Salem, N. H;

Children of Daniel and Sally Howe, born in Methuen :

423. ABIGAIL, b. 20 April, 1819; m. 30 May, 1841, George Mills.
424. CHARLES, b. 10 Jan., 1822.
425. SARAH ANN, b. 5 Jan., 1825; d. 5 Feb., 1826.
426. SARAH ANN, b. 15 Jan., 1827; m. 13 Feb., 1845, David Worthen, ae. 24 y., carpenter.

301. PHILIP HOWE, son of Elizabeth, daughter of John, was born 20 Dec., 1785. He was a housewright, and died of rupture, 23 May, 1847. He married, 24 Sept., 1809, Elizabeth Howe.

Children of Philip and Elizabeth Howe, born in Methuen :—

427. NILES MASON, b. 17 April, 1810.
428. ELIZABETH, b. 20 July, 1812; m. Zebediah Clark.
429. AARON PARKER, b. 19 May, 1817; shoemaker; m. (int. 7 May, 1843), Elvira Page of Lowell. Had 2 children, that d. of dysentery, George W., b. 25 Mar., 1845, d. 7 Oct., 1846, and Emma A., 25 Dec., 1847, d. 26 July, 1849.
430. PERSIS BLANCHARD, b. 1 Jan., 1825; m. 25 Dec., 1845, Rufus L. Page of Lowell.
431. CHARLES K., b. April, 1831; d. 7 June, 1836.

305. RUFUS HOWE was born 1 Jan., 1804, and married in Methuen, 25 June, 1827, Eliza Ann Neal.

Children, born in Methuen :—

432. WILLIAM MESSER, b. 27 Dec., 1827.
433. JOHN NEAL, b. 11 June, 1830.
434. MARY ANN, b. 6 June, 1834; d. 18 July, 1840.
435. SUEL LEROY, b. 3 Jan., 1843; d. 1 Aug., 1844.

311. CHRISTOPHER HOWE was born 31 Mar., 1791, and died 13 April, 1876. He married, first, 17 June,

1819, Abiah Whittier. He married, second, 24 Dec., 1833, Mary Foster of Boxford. He intended marriage, 22 Aug., 18—, with Annie Gage of Pelham, N. H.

Children:—

- 436. RICHARD WHITTIER, b. 22 Aug., 1821; d. 9 April, 1875. He was a saloon-keeper in Lawrence, and left an interesting estate to his creditors.—*Probate, 42, 923.*
- 437. ABIAH JANE, b. 2 May, 1823.
- 438. MARY JANE, b. 23 Nov., 1835.
- 439. CAROLINE AUGUSTA, b. 19 Aug., 1837; m. — Rogers.
- 440. ALBIANNA HENRIETTA, b. 30 Jan., 1842.
- 441. ALBION, b. 30 Jan., 1842.

313. DEA. FREDERICK HOWE was born in Methuen, 18 Oct., 1793. He married, 13 April, 1820, Lydia Putnam, who died 1 June, 1821. He married, second, 25 Dec., 1821, Betsey Dale, who died 30 Sept., 1825. He married, third, 12 Feb., 1827, Catherine Wilkins, who was born 6 June, 1807, and died 1 Jan., 1834. He married, fourth, 26 or 25 Nov., 1834, Mary Wilkins.

Children:—

- 442. LYDIA EATON, b. 23 May, 1821; m. (as Lydia E. P., of Danvers), 12 Dec., 1844, Henry A. Wilkins, farmer and shoe-dealer, b. in Middleton to Elias and Rebecca.
- 443. FREDERICK WEBSTER, b. 28 Aug., 1822; m. in Windsor, Vt., machinist, 16 Dec., 1847, Sarah A. Claflin of North Chelmsford, ae. 18 y., dau. of Alfred. Lived in Providence, R. I.
- 444. JOSEPH, b. 13 Mar., 1828; d. 13 Feb., 1829.
- 445. JESSE, bp. 30 Mar., 1828.
- 446. JOSEPH, b. 24 Oct., 1829.
- 447. JOSEPH WILKINS, bp. 29 April, 1832; lived in N. Y.
- 448. ELIAS WILKINS, b. 12 July, 1835; d. 11 April, 1840.

315. JOSEPH HOWE was born 12 Aug., 1800, and married in Methuen, 7 Nov., 1831, Caroline Hamlet of Pelham, N. H., who died 19 April, 1837. Joseph (Esq., of Methuen) married (int. 6 Nov.), 1842, Sarah Carlton of Haverhill, who died 14 Aug., 1804.

Children, born in Methuen:—

- 449. JOSEPH SIDNEY, b. 15 Oct., 1832; lived in Methuen, where he has been town clerk for many years.
- 450. MILTON GROSVENOR, b. 16 Aug., 1834; served in 26th Texas

Cav., Confed. Army, and was captain in Engineers' Corps; d. 19 June, 1902, Houston, Texas.

451. HENRY MARTIN, b. 12 Mar., 1837; d. 5 Sept., 1838.

319. ASA HOWE was born in Middleton, 25 May 1816, and died in Northfield, Vt., 23 Sept., 1894. He married, 7 Mar., 1844, Lucy Ann Frances Cummings, born 15 Oct., 1822, to John and Portia (Huntoon) Cummings of Claremont, N. H. Asa graduated, 1843, Norwich University, and was elected to its chair of civil engineering.

Children:—

452. HENRY JOHN SKINNER, b. 2 Jan., 1848, Sharon, Vt.; is a banker and President of the Marshalltown Fidelity Savings Bank; m. 31 May, 1876, Anna L. Belknap, b. in Randolph, Vt., 14 May, 1849, to Lorenzo and Betsey L. (Austin) Belknap. No children.

453. ELLA THEODA, b. 18 June, 1852, Northfield; m. 6 May, 1886, William Clayton Claggett, b. in Northfield, 21 Sept., 1850, to Dr. Clifton and Catherine (Emerson) Claggett. Live in Northfield.

454. JOSEPHINE CUMMINGS, b. 17 Nov., 1856, in West Burk, Vt.; d. 23 Oct., 1864, in Northfield.

455. MALVERD ABIJAH, b. 9 Dec., 1863, Northfield; B. S., Norwich University, 1882; also M. S., member Am. Soc. Civ. Engineers; Am. Assoc. Adv. Sci.; Prof. Civ. Engr. Rose Polytec. Inst., Terre Haute, Ind., 1887; also Vice Pres., 1909; Jan., 1916, Emeritus Prof. of Civil Engr., and removed his residence to Northfield, Vt.; m. 25 June, 1888, at Emporia, Kan., Jessie White, b. Meriden, Tex., 27 Jan., 1867, to Homer Heaton and Georgie (Virginia (Steadham) White. Child: Homer Asa, b. 31 July, 1889.

323. ISAAC BRIDGMAN HOWE was born in Norwich, Vt., 27 June, 1827, and died in Danvers, 23 April, 1880. He married, 20 Sept., 1859, Hannah Rebecca Gould, born in Gouldville, Vt., 11 June, 1836, to James and Rebecca (Morrill) Gould. She died 2 Nov., 1907.

Children, all but the first born in Clinton:—

456. REUBEN SHERBURN, b. and d. in Northfield, 27 Nov., 1860, and 6 Feb., 1861.

457. JAMES ABIJAH, b. 12 Jan., 1863; d. 27 Aug., 1863.

458. LILY, b. 8 Dec., 1863; d. 10 Aug., 1864.

459. MARY, b. 9 Mar., 1865; d. 5 Aug., 1885, in Danvers. She m. 18 June, 1884, Alden Perley White. *See Perley Family Hist. and Geneal., page 359.* He was a leading attorney in Salem until sworn in Judge of Probate Court for Essex County, 3 Jan., 1918. Had: Alden Eaton, b. 25 May, 1885, in Danvers; d. 17 Feb., 1892, in Salem.
460. ODA, b. 29 Aug., 1867; m. 20 Oct., 1902, John Holyoke Nichols, M. D., Danvers.
461. MARGARET, b. 3 Aug., 1870. Name changed from Daisy. She occupies the parental homestead, a few rods from the Peabody Institute.
462. GEORGE ALONZO, b. 18 Nov., 1872; engaged in real estate loans; m. 19 Dec., 1907, in Marshalltown, Iowa, Alice Harriet Howard, b. 17 June, 1877, at Magnolia, Wis., to Warren and Elizabeth (Budlong) Howard. Had: (1) Robert Howard, b. 1 Sept., 1908; (2) William Gould, b. 17 Oct., 1910.

327. BENJAMIN HOWE was born 8 Aug., 1828, and died 24 Mar., 1889. He married, 25 Dec., 1856, Ann Jane Richardson, born in Middleton, 24 Feb., 1837, to Daniel and Olive Berry (Perkins) Richardson.

Children:—

463. ANNIE JOHNSON, b. 18 April, 1858.
464. NELLIE COLBURN, b. 3 May, 1864.
465. GALEN BENJAMIN, b. 16 Oct., 1868; m. 27 June, 1900, Ruth Cheever Conant, b. in Topsfield, 26 Jan., 1875, to Benjamin and Margaret Starrett, of N. S., and died 27 Feb., 1901. Child (stillborn), 27 Feb., 1901. He is chairman of Trustees of Flint Public Library, Middleton, and was a salesman.

328. ASA HOWE was born in Middleton, 18 Jan., 1830, and died there 6 Dec., 1912. He married, 27 May, 1857, Olive Maria Richardson, sister to Ann (family 327), born 26 Aug., 1834, and died 16 June, 1914.

Children:—

466. CAROLINE MARIA, b. 20 Feb., 1858; m. 18 June, 1888, George Morton Deny, b. Salisbury, N. B., 20 April, 1865, to Joseph and Mary (Miner) Deny of Danvers. Child: Miriam Erskine, b. 19 Mar., 1890, in Middleton.
467. HENRY ERSKINE, b. 1860.; m. 3 Oct., 1902, in Salem, N. H., Mary Ella Griffin, ae. 25 y., dau. of Benjamin F. and Ella F. (Knight), b. in Salem. Child: Ruth Louise, b. 4 Oct., 1902. Mr. Howe is a farmer, a selectman and otherwise officially connected with the town of Middleton.

346. ABRAHAM PEABODY HOWE was born in Ipswich, 25 June, 1816, and died in Boxford, 15 Dec., 1876. He married, first, in Topsfield, 16 Oct., 1849, Olive Jane Pingree, born in Danbury, N. H., 30 Dec., 1816, to Daniel and Elizabeth (Bixby) Pingree, and died in Linebrook, 30 Aug., 1867. He married, second, 22 June, 1871, Eunice Andrews, born in Boxford, to Nathan, jr., and Eunice, 13 Mar., 1803, and died there, 24 May, 1894. He was a shoemaker and later a farmer. He was called "Little Abraham" by the home folk, to distinguish him from other Abrahams. He was good company and quick in repartee. One day his boss, in fine wrath, exclaimed to the little man, "I'm a mind to kick you into the middle of next week," "All right, boss, my wages will be due then," was the quick reply.

Children:—

- 467a. SARAH ELIZABETH, b. 22 July, 1850, in Topsfield; m. 15 June, 1876, Samuel Perkins Foster, b. 5 June, 1836, to Samuel and Lydia B. Perkins, and d. a Civil War veteran, 15 Oct., 1906; 2 years in service.
- 468. ASA PINGREE, b. 4 Mar., 1852, in Topsfield.
- 469. MARY CATHERINE, b. 2 Mar., 1854, in Topsfield; m. in Boxford, 27 Nov., 1872, Jeremiah Mighill Todd, b. in Rowley, 24 Dec., 1846, to Thomas Mighill and Joanna Howe (Chapman) Todd, and d. in Rowley, 11 May, 1916. He was a storekeeper in Rowley, and Mrs. Todd continues the business. Had: Jeremiah Mighill, b. 3 Oct., 1873; drowned 3 Aug., 1891.
- 470. MARGARET ADELINE, b. 19 May, 1855, in Rowley, where, unm., she now resides.
- 471. DANIEL ABRAHAM, b. 17 Dec., 1858, in Rowley; m. in Roxbury, 8 Dec., 1881, Laura Jane Welch, b. abt. 1861, to William and Louisa Jane (Kimball) Welch; one child, stillborn, 14 Dec., 1889.
- 472. OLIVE ANGELINE, b. 19 Feb., 1861, in Rowley, where, unm., she now resides.

347. WILLIAM APPLETON HOWE was born in Ipswich, 22 Oct., 1810, and died in Boxford, 2 Mar., 1895. He married in Hill, N. H., 5 Aug., 1838, Ruth Gile Bartlett, born there 26 Dec., 1810, to Daniel and Ruth (Gile) Bartlett, and died in Boxford, 3 Mar., 1895. He was a

farmer in Boxford and a deacon in the Congregational church.

Children :—

- 473. FREDERICK AUGUSTUS, b. 27 May, 1841, in Boxford.
- 474. EMILY, b. 5 Feb., 1849; d. 26 Dec., 1849, effusion of the lungs.
- 475. WILLIAM BARTLETT, b. 14 Nov., 1845; m. 26 May, 1880, in Boxford, Martha Jane Gould, b. in Boxford, 5 June, 1840; to Daniel and Lydia (Batchelder) Gould. They live in Boxford.
- 476. MARGARET, b. 31 Mar., 1853, in Boxford.

350. EDWARD EVERETT HOWE was born in Ipswich, 15 Oct., 1817, and died in Boxford, 22 Oct., 1895. He married, 28 Dec., 1841, Mary Ann Lowe, who was born in Boxford, 16 June, 1815, to Brig.-Gen. Solomon and Dolly (Wood) Lowe, and died 5 Nov., 1842. He married, second, 18 Nov., 1844, Lydia Sanborn Leavitt, born in Sanbornton, N. H., 1 June, 1822, to Nathaniel and Nancy (Colby) Leavitt, and died in Boxford, 1 May, 1902. Mr. Howe was a shoe manufacturer.

Children, all born in Boxford :—

- 477. SOLOMON WASHINGTON, b. 5 Nov., 1842; m. 16 Feb., 1870, Emily Augusta Andrews, b. 25 July, 1845, to Dean and Harriet Augusta (Perley) Andrews of Boxford. Engaged in grist and saw milling and lumber business. Lives in Boxford.
- 478. EDWARD LEAVITT, b. 12 June, 1847; m. in Lowell, 2 May, 1874, Mary E. Wentworth, b. in Jackson, N. H., 17 Nov., 1847, to Andrew and Lydia (Dearborn) Wentworth, and d. in South Omaha, Neb., 19 Nov., 1906. He m., second, in S. Omaha, 21 Oct., 1908, Mrs. Della M. Hyatt, b. 18 July, 1860, in Ashland, Ohio, to Mesech and Sarah Montgomery. Her first husband was an attorney-at-law. Mr. Howe was for many years manager of the Hammond Packing Co. of Omaha, City Treasurer, Postmaster four years, and real estate and loans. They are now retired, living at Long Beach, Cal.
- 479. MARY ANN, b. 11 Mar., 1849; written Annie Howe since her marriage; m. 9 Nov., 1871, in Boxford, Solomon Warren Lowe, b. in Boxford, 4 April, 1839, to Maj. William and Lucinda (Warren) Lowe. He was a musician. He d. 15 Dec., 1917, in Haverhill.

480. THOMAS HORACE, b. 29 Oct., 1850; m. in Haverhill, 24 Oct., 1888, Delia M. George, b. 15 Feb., 1866, to Henry and Lucy Ann (Boynton) George. They reside in Winthrop. He is a bookkeeper in Boston.
481. WILLIAM WALLACE, b. 14 Nov., 1852; d. 22 Feb., 1898; m. 20 Sept., 1888, Helen Maria Hale, b. 14 Nov., 1855, to Matthew and Sarah (Jones) Hale. Her home is now with her sister Sawyer in Bradford. Mr. Howe was a shoe manufacturer and a deacon in the Boxford church.
482. JAMES HAMILTON, b. 14 Nov., 1856; m. in 1902, in San Jose, Cal., Lily Eliza Cramphorn, b. in England; divorced, 1912. He is a pianist and organist of note, a composer and lecturer. His musical ability is natural in the Howe family. He is a grad. of N. E. Conservatory of Music and Coll. of Music, Boston University; taught in the former many years; Dean of De Pauw Univ. 10 years, elected 1884; prominent in 1000 concerts, and directed the largest on the Pacific coast, with choruses of 1600 and commensurate orchestras; author of a "Pianoforte Instructor and Technique," and the "Juggernaut and Dragon of Financial Speculation." Lives in Seattle, Wash.
483. SARAH EASTMAN, b. 8 Aug., 1859.
484. ELIZA ESTHER, b. 8 Sept., 1861.

351. LEVERETT SALTONSTALL HOWE was born in Ipswich, 15 Oct., 1819, and died in Cambridge, 24 April, 1902. He was by trade a shoemaker. He married, in Sanbornton, N. H., 28 Aug., 1848, Hannah Eastman Leavitt, born 10 Aug., 1824, in Sanbornton, to Nathaniel and Nancy (Eastman) Leavitt. Mrs. Howe and her daughter were burned to death in Cambridge, 9 March, 1906, and were buried in Boxford.

Children, born in Boxford:—

485. NATHANIEL LEAVITT, b. 20 June, 1849; d. 25 Sept., 1849.
486. NATHANIEL LEAVITT, b. 26 May, 1851; m. 30 June, 1881, Susie M. Sawyer, sister to James D. Sawyer. No children. Live in New York.
487. NANCY ELLEN, b. 6 Mar., 1853; d. in Cambridge.
488. LEVERETT SALTONSTALL, b. 15 July, 1858; d. 6 Aug., 1859.

352. ABEL SPOFFORD HOWE was born 18 Jan., 1822, in Linebrook, and died there 8 Dec., 1908. He married in Sanbornton, N. H., 27 Nov., 1853, Mary Jane Leavitt, born in Sanbornton, 5 Mar., 1828, to Nathaniel and Nancy

(Eastman) Leavitt, and died in Linebrook, 16 Feb., 1909. Mr. Howe built his home just opposite his birthplace, and succeeded to the parental farm. He extracted wealth from soil and woodland; he was a good singer, and his fine bass voice was a valuable acquisition in the parish choir.

Children :—

- 489. JOHN LEAVITT, b. 29 Dec., 1855; d. 18 Dec., 1902; train expressman for the Union Pacific R. R. 22 years; accidentally shot while on duty.
- 490. LEWIS SPOFFORD, b. 19 July, 1858.
- 491. CLARENCE EASTMAN, b. 14 June, 1862; left home for the middle West 26 Dec., 1909, and began farming and stock-raising. His address is Niabrara, Neb.

355. GEORGE WASHINGTON HOWE was born in New York city, 1 Jan., 1834, and died in San Francisco, Cal., 28 April, 1892. He married, in Boston, 25 Nov., 1857, Martha Jane Fern, who was born in Edinburgh, Scotland, 31 Mar., 1831, to William and Martha (Cole) Fern, and who died 28 Mar., 1889, in San Francisco, Cal. He was manager of the printing department of the *Morning Call*, New York, for 32 years; removed to California in 1859; joined California Lodge of Masons, No. 1, 29 June, 1871; was a wholesale merchant in that city, and proved a formidable candidate for mayor.

Children :—

- 492. JOHN COLBY, b. 15 Oct., 1859, in San Francisco; m. there, 13 June, 1883, Ida Sarah Mead, b. in Batavia, N. Y., 10 Jan., 1863, to Cornelius Slingerland and Sarah (Peterson) Mead. He is manager of the printing department of E. C. McCullough & Co., printers, etc., in Manila, P. I., his home since 1899. Their only child, Mildred, b. and d. in 1884, lived only 9 months.
- 493. LUCY FERN, b. 25 April, 1862, in San Francisco.
- 494. BENJAMIN SHELDON, b. and d. in 1865, in San Francisco.

378. CALVIN EMERY HOWE was born in Ipswich, 10 May, 1847. He was a traveling salesman, and died in Georgetown 17 Mar., 1912, where he married, 13 Dec., 1871, Lucy Kimball Palmer, born in Georgetown, 12

Sept., 1850, to John and Hannah (Kimball) Palmer, and died in Georgetown, 26 Nov., 1910.

Child :—

495. LEONARD BURTON, b. 7 Nov., 1872, in Georgetown; m. in Georgetown, 29 Aug., 1906, Emma Lois Herrick, b. in Somerville, Mass., 21 Sept., 1878, to Samuel Killam and Emma Frances (Welch) Herrick. Mr. Howe is a civil engineer, and lives in Georgetown. Had : Richard Herrick, b. 25 Oct., 1913.

386. MOSES HOWE was born in Methuen, 24 June, 1819, and died in Haverhill, 12 Jan., 1896. He married, 11 Dec., 1842, Harriet Newell Gale, born 4 June, 1821, to Samuel Appleton and Mary (Foster) Gale, and died 12 Aug., 1856.

Children :—

496. GEORGE CALVIN, b. 13 July, 1846.
 497. SARAH GALE, b. 15 Nov., 1848.
 498. CARRIE T., b. 14 Sept., 1858.
 499. CHARLES MOSES, b. 28 Dec., 1859.
 500. CARLETON, b. 20 April, 1863.

393. NATHANIEL SALTONSTALL HOWE was born in Haverhill, 28 April, 1817, and married, first, Anna Maria —, who died 24 Sept., 1843, aged 23 years. He married, second, 26 May, 1846, Sarah A. Bradley, at Roxbury.

Children :—

501. SUSAN BRADLEY, b. 25 June, 1847, in Haverhill.
 502. HENRY SALTONSTALL, b. 12 Aug., 1848, in Newburyport.

424. CHARLES HOWE was born 10 Jan., 1822, and died 24 April, 1879. By trade he was a blacksmith. He married, 1 or 8 Oct., 1849, Mary C. Currier, aged 20 years, daughter of James Currier. His estate was settled by his will in probate. Each child had \$5,844.87. His children then (1904) were Daniel, of Salem, N. H.; Charles W., James E., Frank M., and Arthur L., of Methuen; Fred W., of Lawrence.

Children :—

- 503. DANIEL.
- 504. CHARLES W.
- 505. JAMES C.
- 506. FRANK M.
- 507. ARTHUR L.
- 508. FRED W.

427. NILES MASON HOWE was born in Methuen, 17 April, 1810, and married (int. 18 Dec.), 1842, Sarah Jane Pearson of Wilmington.

Children, born in Methuen :—

- 509. SARAH FRANCES, b. 4 Mar., 1844.
- 510. CHARLES HENRY, b. 6 Sept., 1846.
- 511. LYDIA ANN, b. 18 June, 1848.

468. ASA PINGREE HOWE was born in Topsfield, 4 Mar., 1852. He worked for the railroad and afterwards kept a stable in Ipswich, where he now resides. He married, 16 June, 1875, Clara L. Lord of Ipswich.

Children :—

- 512. MABEL WILSON, b. 28 Nov., 1875, in Ipswich; m. 4 Sept., 1909, Harold H. Twichell of Lynn. She has one son, Percy Everett Howe, b. in Ipswich, 6 May, 1895, and m. 28 Nov., 1915, Suzon Schneider of Boston, who have a son Robert W., b. 2 July, 1916.
- 514. SAMUEL ANDREWS, b. 22 June, 1879, in Boxford; d. 18 Aug., 1904.
- 515. LIZZIE FRANCES, b. 14 Feb., 1884, in Boxford.
- 516. JESSIE MAY, b. 29 April, 1887, in Boxford; m. 31 Aug., 1909, Harvey E. Hodgkins of Peabody. Had : (1) Clara M., b. 4 April, 1910, d. 17 Feb., 1912; (2) Olive A., b. 9 Aug., 1912; (3) Eleanor F., b. 26 Feb., 1915.

473. FREDERICK AUGUSTUS HOWE was born in Boxford, 27 May, 1841, and died 30 Oct., 1917. He married, 3 Oct., 1866, Ellen Augusta Matthews, born in Algiers, opposite New Orleans, La., 11 Mar., 1847, to Thomas and Angetina (Killam) Matthews, and died 16 July, 1914, in Boxford. Mr. Howe conducted a general store in Boxford many years, and was several terms postmaster. He was now (1917) the oldest descendant of Capt. Abraham Howe of Bunker Hill fame. He d. 30 Oct., 1917.

Children :—

517. ISIDORA ELEANOR, b. 9 Oct., 1867; m. 1st, in Boxford, 16 June, 1891, Frank Hibbard Messer of Stoneham, Mass., who d. 4 June, 1913. He was an undertaker in Andover. She m. 2d, in Reading, 3 Sept., 1916, Rev. George Benjamin Frost, b. 2 Oct., 1854, in Durham, N. H., to John Simpson and Sarah (Chesley) Frost. Mr. Frost is a Congregational clergyman in Andover.
518. EDITH HULDAH, b. 11 Aug., 1869; m. in Andover, 30 Oct., 1901, William Caswell Greene, b. 26 Jan., 1868, in Stoneham, to Chester Williams and Caroline Caswell (Tweed) Greene. They reside in Laconia, N. H., where Mr. Greene is a jeweler.
519. ANDREW JOHNSON, b. 28 Sept., 1871; d. 25 Jan., 1898.
520. ELVIN AUGUSTUS, b. 1 April, 1874.
521. OLIVER MILO, b. 20 Mar., 1876.
522. WINDSOR HERBERT, b. 15 Aug., 1877; m. in Reading, 14 Feb., 1905, James Fuller Vinall, b. 5 Dec., 1861, in Andover, to Dr. George Alfred Winslow and Harriette Bennett (Meriam) Vinall. Mr. Howe is trainman for the Boston & Maine R. R., with home in Reading.
523. MERTON RIVES, b. 30 April, 1879; d. 28 Mar., 1880.

476. MARGARET HOWE was born in Boxford, 31 Mar., 1853. She was a school teacher, and married there, 27 April, 1876, John Monroe Perley, born in Rowley, 12 Jan., 1844, to David Eri and Abigail Jewett (Cressey) Perley, and died in Wakefield. Mr. Perley was extensively engaged in the wood and coal business.

Children :—

524. ETHEL HOW, b. 4 Feb., 1877.
525. ALICE CRESSEY, b. 13 Nov., 1881.

483. SARAH EASTMAN HOWE was born in Boxford, 8 Aug., 1859, and married there 1 Dec., 1881, James Bridgeman Sawyer, born 12 Dec., 1850, to Thomas and Sophia Bridgeman (Howe) Sawyer. They live in Bradford, where he owns a large farm and milk route.

Children :—

526. GEORGE EDWARD, b. 12 Mar., 1883; m. in Everett, Wash., 30 Mar., 1912, Fern Leone Hinton, b. in Des Moines, Ia., 13 Feb., 1892, to Charles Evard and Clara B. Hinton. Mrs. Sawyer is a teacher in Dilereton, Wash. Mr. Sawyer is

U. S. Forest Ranger, with office in Robe, Wash. Their only child is Margorie Jean, b. 20 Dec., 1913.

527. THOMAS HORACE, b. 26 Oct., 1884; d. 22 Mar., 1880.

528. ESTHER HOWE, b. 9 July, 1891; d. 3 June, 1902.

529. EAMES EARLE, b. 30 Sept., 1893; d. 8 Oct., 1894.

530. ROBERT HAMILTON, b. 27 July, 1895.

484. ELIZA ESTHER HOWE was born 8 Sept., 1861 and married in Reading, 10 Oct., 1899, E. Horace Perley, born in Linebrook, 18 May, 1861, to M. V. B. and Lydia Maria (Pearson) Perley. As his second wife, she came to the care and culture of several small children, who now, eminently useful citizens, are proud to honor her: Miss R. Olive Perley, a N. H. school teacher, now taking a post-course in Keene Normal for higher service; Mrs. Helen H. Tilton, wife of Edward C., in service of Bay State Railway Co., 2 sons; Mrs. Ada I. Chadwick, wife of Chester J., a N. H. farmer and lumberman, 1 dau., 2 sons; Robert R., studying in the undertaking business in Brockton; Albert E., graduate of the Mass. Nautical Training School, as marine engineer, was in U. S. lighthouse service, now linotype machinist on an Omaha (Neb.) newspaper; Reuben N., graduate of Annapolis Naval Academy, Colonel (1918) in the Coast Artillery Corps U. S. A.—2 sons.—*See Perley Family History*, p. 618.

Mr. Perley is now and has been for many years a proof-reader on the Boston Globe.

Child :—

531. DOROTHY DUDLEY, b. 21 May, 1901, in Reading; Wakefield High School, class '19.

490. LEWIS SPOFFORD HOWE was born in Ipswich, 19 July, 1858, and is engaged in railroading in the West. He married, 28 Oct., 1886, in Fairmont, Neb., Margaret Anna Foulon, born in Georgetown, Ohio, 13 Feb., 1856, to Ferdinand Farmer and Margaret (Belandier) Foulon. They reside in Council Bluffs.

Children :—

532. MARY ADELINE, b. 29 Sept., 1887; unm.; lives at Council Bluffs.

533. JOHN LEAVITT, b. 27 Nov., 1888; is a farmer in Sionx City, Neb., unm.

534. NELLIE WENTWORTH, b. 22 Feb., 1891; m. 10 Jan., 1915, Carl Bebensee, a farmer, son of Fred. and Johannah (Witt) Bebensee. Lives at Council Bluffs.

493. LUCY FERN HOWE was born in San Francisco, Cal., 25 April, 1862, and died, Sunday, 18 July, 1916. She married there, 21 June, 1888, George Kennedy Frink, M. D., who was born in San Francisco, 27 June, 1860, to George Washington and Minerva (Kennedy) Frink. He is a physician and surgeon.

Children :—

535. FERN, b. 25 Jan., 1891; d. 11 Jan., 1892.
 536. GEORGE KENNEDY, b. 14 Aug., 1892; d. 21 Feb., 1893.
 537. LUCY HOWE, b. 7 Feb., 1894; d. 5 June, 1894.
 538. LUCY HOWE, b. 29 Oct., 1895.
 539. AVIS FERN, b. 12 Mar., 1899.
 540. GUERNSEY KENNETH, b. 4 May, 1904.

496. GEORGE CALVIN HOWE was born 13 July, 1846, and died 14 Dec., 1912. He married in Haverhill, 14 Oct., 1868, Frances Hooker Seeley, who was born in Farmington, Ct., 31 Aug., 1846, to Raymond Hoyt and Catherine L. (Cowles) Seeley, and died in Haverhill, 1 Jan., 1913. Mr. Howe was a shoe manufacturer in Haverhill.

Children :—

541. KATHERINE H., b. 20 Nov., 1869; d. 1 Aug., 1870.
 542. GRACE FRANCES, b. 18 July, 1871.
 542a. NEWELL, b. 2 July, 1877; d. 1 Nov., 1898.
 543. PAULINE R. I., b. 24 Jan., 1887; m., and lives in Avon, S. C.

524. ETHEL HOWE PERLEY was born in Boxford, 4 Feb., 1877, and graduated at Abbot Academy, Andover, 1898. She married in Wakefield, 22 Oct., 1900, Selden Williams Tyler, born in Haddam, Ct., 27 Aug., 1873, to Williams and Melissa (Usher) Tyler. Mr. Tyler is a graduate of Yale, class of '95. He is department manager in manufacture in Boston, with a home in Wakefield.

Children :—

544. WARREN PERLEY, b. 22 Oct., 1907.
 545. RUTH HOWE, b. 22 Dec., 1913.

525. ALICE CRESSEY PERLEY was born in Georgetown, 13 Nov., 1881. She was a student three years in Wellesley College, and married in Wakefield, 18 June, 1910, William Frederick Thoman, born in New York city, 5 Mar., 1883, to Jacob R. and Anna Elizabeth (Dorr) Thoman. Mr. Thoman is a graduate of Columbia College and also of Columbia Scientific School. He is a construction engineer, and resides at Yonkers, N. Y.

Children:—

546. JEAN PERLEY, b. 13 Nov., 1911.

547. MARGARET, b. 9 Oct., 1914.

542. GRACE FRANCES HOWE was born in Haverhill, 18 July, 1871, and married there 14 June, 1898, Frederick Ruston, M. D., who was born in Omaha, Neb., 22 Jan., 1870, to Charles Bradley and Mary S. (Wilkins), and died there 2 Sept., 1908. He was a physician and surgeon. Mrs. Rustin resides in Concord, Mass.

Children:—

548. — How, b. 9 Aug., 1899.

549. MARY WILKINS, b. 6 Mar., 1901.

DOCUMENTS RELATING TO MARBLEHEAD,
MASS.

(Continued from Volume LIV, page 186.)

[Sept. 1677.]

Ordered that for prevention of infection by any of the passengers in Mr. Legg's ship : that hath by the hand of God bin visited with the smale pox* that no passenger or seamen presume to Come ashoare to Boston or any neighboring Town till they have bin ashoare on some of the Islands as Deare Island Ayring themselves and cloathes for eight dayes on penalty of the forfeiting of fifty pounds apeece for any so doing untill the Council take further order only the woman that is neere hir time is at liberty to Goe on shoare on any Island or to provide for hirself where she best may Accomodate hir self as to hir condition past E R S :

Mass. Archives, vol. 61, p. 166.

To the Honourable Governour, Deputy Governour with the Worshipfull Assistants and the Deputies now Assembled in Generall Court at Boston : 11th May 1681.

The Petition of Thomas West, John Sibly and John Ellitrop Agents for the Town of Manchester Humbly Sheweth.

That upon our Petition to the Honourable Generall Court in the yeare 1640 wee obtained Favour to have a grant of Country Land which joined to our propriety which Land wee enjoyed and made use of by mowing the marsh and cutting wood on the upland as our own till the year 1651, and then our Town divided the Marsh by Lott to our Inhabitants which they then fenced in and have improved it every yeare by mowing and kept it

*See Sewall Diary, vol. 1, p. 48, Sept. 12, 1677, "Legg appulit."

within fence ever since, and also we have made use of the upland as our own during the space of Forty years. without any molestation until about two yeares since that Robert Knight of Marblehead laid claim to the said Land both Marsh & upland as being a part of Mr. Blinman's Farme ; your Petitioners have been Sued severall times by the said Knight as trespassers upon said Lands but have formerly cast him ; onely at the Honourable Court of Assistants in March last hee obtained Judgement against us, by meanes whereof our Land is taken away which is worth more than One hundred pounds, and wee have paid about ten pounds for costs ; which Lands besides the grant of the Generall Court hath been determined by two Comittees appointed by the Generall Court to lye within our Town, upon the Setling of the bounds betwixt us and Glocester.

Our humble Request to this Honourable Court is that yee please to grant us a hearing of our case that so we may finde such Releife as Equity and Justice doth call for in the case, and we shall humbly submit our Selves to what divine providence doth allot us, and pray that this Honourable Court may be under divine guidance and Assistance in all the weighty Affaires that lye before you Subscribing our Selves

Your humble Suppliants and Servants

Thomas West

John Sibly

John Elathorpe

[In margin] The Deputyes Judge meete to grant a hearing of this Case the next 6th day at 9 of the Clock & that al Persons Concerned have legall notice to attend the same, our honoured Majistrates hereto Consenting &c.

William Torrey Cleric

16, May 1681

The Magistrates consent not to hear this case any more

John Hull per order

May 16, 1681.

Mass. Archives, vol. 112, p. 325.

William Bartol to Robert Bartlett

Bounded as followeth on the Southwest with goodman Peach his land and on the Northeast with land of him the said Robert Bartlett on the Northeast fronting or abutting with the old high Way on the Southeast with the Sea it being a long Narrow slip of land of about four poles and halfe or five poles Broad*

Copia vera Extracted

dated 11 Day December

1682

per Stephen Sewall Cleric

In Liber 16, folio 153 [Essex Deeds.]

Mass. Archives, vol. 40, p. 831.

To the Honoured Generall Court sitting in Boston May 16, 1683.† These are to certify your Honours that these following persons, vizt Mr John Deveroux, Thomas Pitman Senior John Peach Junior Joseph Dallabar Senior Erasmus James Nicholas Andrews, and Robert Bartlett are according to our best observation and knowledge Orthodox in Religion, and not vicious in their lives, and being Freeholders are for their owne proper estate rateable to the Country in a single Country Rate to the value of ten shillings.

Marblehead: Given under hands the 14th of May: 1683.

Samuell Cheever: Minister.

19 May Admitted all per E. R. S.

Selectmen	{	Samuell Ward
for		John Legg
Marblehead		Nathaniel Walton

Our other two Selectmen vizt Thomas Pitman Senior and Erastus James are two of the seven above, and therefore judge itt not so convenient for them to signe.

Mass. Archives, vol. 106, p. 505.

*See 7 Sept., 1704, Erastus James versus Proprietors of the Plain Farme.

†See Mass. Bay Records, vol. 5, p. 542.

To the Honoured Governour with the rest of the
Honoured Assistants The humble petition of Joseph
Gatchell*

Humbly Sheweth

That whereas your petitioner stands committed a
prisoner Charged for blasphemous words grounded from
the Spirit of envy, against your petitioner your petitioner
is bold humbly to begg that favour to consider of his es-
tate and condition, his being foret from his habitation and
family and his wife being in that condition as expecting
every dayes falling into travell, knows not how God may be
pleased to dispose and order things, Beggs of your honours
that he may not be exposed to a prisond life, to waite the
Course of the court of Assistants comeing, but that he
may be called forth this Court to answer what anye hath
to charge against him, who is willing to Submitt to what
God in his wisdom shall order. And as desirous to be
faithfull to that charge imposed on him to Serve his
King and country to which he is obliged, Craves that he
may forthwith have the benefitt of Law and justice to be
done him that is required in his majestys etc. Courts of
Judicature.

And your petitioner as in duty bound shall pray
Joseph Gatchell.

May 9th 84.

Mass. Archives, vol. 11, p. 33.

To his Excellencie Sir Edmund Andros Knight Cap-
tain Generall and Governour in Chief in and over his
Majesties Territory and Dominion of New England in
America and the rest of the Honourable members of His
Majesties Council now sitting in Boston the 11 of April
1689 The humble Petition of John Marston of Salem

Humbly Sheweth

That whereas Collonell Gidney by order from His Excel-
lencie did employ me to make carriages and wheeles for
the gunns being seven for Salem and three for Marblehead
which cost me thirty six pounds six shillings and five
pence as will appear by my account Your Petitioner hum-
bly requesteth Your Honours to give order to the treas-

*See Records of the Court of Assistants, vol. 1, pp. 253-4.

urer for the imbursing him the said sum the work having been done about five months and there being arrears in the Constables hand of Salem to pay it which your Honours shall be pleased to do. Your Petitioner shall evermore pray as in duty bound etc.

Your Honours most humble servant John Marston

Mass. Archives, vol. 129, p. 365.

At a Towne Meeting at Marblehead warned May the 20th, 1689, in pursuance of the Last Order from the Councill of Safftie, the Inhabitants off the Town off Marblehead doe signifie by Mr. Nathaniell Norden their representative, That under these present circumstances, finding a necessitie of Civill Government They desyre, and request, That the Governor and Assistants chosen and sworne in May 1686, doe reassume the exercise of their Government according to our former Charter Rights; All regard being had to securing of the prisoners in custody, And all due thankfulnes to those gentelmen who interposed in that Affair that they may be Exposed to no inconveniencie theirby, Engaging our selves to submyt to such regulations and orders as they shall see meet to emitt. And give all needfull assistance with our persons and estates, untill their can be a more orderly settlement of Government.

Veri copia taken out of towne book of Marblehead

Attest Archibald Ferguson Recorder

John Legg

Erasmus James.

Mass. Archives, vol. 107, p. 46a.

[1689?]

To the Honoured Governour and Councill and Representatives Sitting in Boston*

The humble Address of the Select men of Marblehead most humbly shews

Wheras under our present constitution, noe person hitherto hath been deputed by your honours to Solemnize marriages betwixt persons Lawfully published, where by

*See Council, Court and Town Records.

many inconveniencies, great expences, and greater disorders may arise [by] riding abroad to weddings, we request your honours would be pleased to authorize our present minister of the place or such other meet person among us as you see meet to [co]nsummate mariages Lawfully published, and we shall be the more obliged to Approve ourselves

Your Honours humble Servants

Archibald Ferguson Recorder

in behalfe of the Towne.

Mass. Archives, vol. 107, p. 158.

Marble-head 9th of July 1689

To the Honoured Governour and Councill and representatives of the Massachusetts Colony sitting in Boston

In pursuance of an order to the Answer of a petition of Robert Bartlett and others of Marble-head; we the underscribers have Listed our selves as Troopers, And giving your Honours many thanks for our dismissal from Lynn Troop, And being a Competent Number to make a Troop heir of our selves; According to your Honours grant and Allowance, have nominated Mr. Nathaniell Norden Captain, Robert Bartlett Liefteutenant, Andrew Tucker Coronet, and Robert Goodwin quartermaster, as our cheif officers And earnestly desyres your Honours Concurrence therein, and Rests your humble Servants to serve our King and our Country: Mr. Nathaniell Walton and Elizer Ingols was chosen to bring this returne.

Robert Bartlett

Andrew Tucker Senr.

Robert Goodwin

Nathaniell Walton

William Peach

William Bartlett

John Pederick

John Ridding

Samuel Reed

Thomas Roads

John Bartlett Senr.

John Bartlett Junr.

Philip Parson

Jacob Knight

Michall Bouden

Eliezar Ingols

Ambrose Gall Junr.

Benjamin James

John Reed

Thomas Pennie

Joseph Swett

William Walton

Benjamin Reed

John Hooper Senr.

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Timothie Goodwin	John Tarring?
John Rowland	John Homan
John Deverixe Junr.	Andrew Tucker Junr.
Robert Deverixe	James Hakins
Joseph Deverixe	John Norman
John Oakes	Thomas Heiskett
John Bleanner?	Ephraim Sandir?
Daniel King	Samuell Russell

The persons abovesaid are allowed and Confirmed to be A Troop And the above Nomination of Captain & Lieutenant & Cornet and quarter master, they are also allowed & Confirmed by the Representatives in their Respective offices Attests

July 11th 1689

Ebenezer Prout : Clerk

Consented to by the Councill

Isa : Addington Secry.

Mass. Archives, vol. 107, p. 188.

To the Honoured Governour & Councill and Representatives of the Massachusetts Colony

In pursuance of the Order for the present Stating of the Militia, the Inferior Officers of the Foot company of Marblehead finding by the removall of Capt. Ward a necessity of that Vacancy to be filled up, accordingly nominated Mr. John Legg for our Captain, Mr. James Dennis our Lieutenant, and Mr. Ambrose Gale Junior our Ensigne, present them to your Honours for your Allowance and confirmation, requesting your approbation thereof, and we shall remain your Honours humble Servants

Marblehead June : 10 : 1689

William Woods } Sergeants
 Nicholas Andrews } in 1686
 in behalf of the said Company.

The respective Officers above nominated are allowed and confirmed by the Governour and Councill in their severall offices.

Isaac Addington Secretary

Boston 12th July 1689

The above mentioned officers are allowed and confirmed

by the Representatives in there respective offices.

July 13th 1689

Ebenezer Prout Clerk.

Mass. Archives, vol. 107, p. 194.

Att a Generall Court Holden at Boston Feb. 7th 1689/90 whereas Severall Complaints have bin presented to This Court against Andover, Haverall, Amesbury, Wenham and Marblehead for withholding the one halfe of their proportion in A Single Contrey Rate (or mor) compared with other Townes of the like quantytie and quality which amounts to neer four Hundred pounds in The Seaven rates and halfe

itt is therefore ordered by this Court that the Commissioners and two of the Select Men of each of Said Townes be Sent for to Answer Said complaint before this Court to be proceeded with according to the merit of their Cause, aliso that they have warning to bring with them A Copy of the List which was returned from their Selectmen by their Commissioners to their Sheir Town with the number of male Persons and Assessments of Estates as the Law Directs.

February 7th 1689/90

Consented to by the

Magistrates and Thursday

next the 13th of February instant

to be the day for hearing the said Complaint

and warrants accordingly to issue forth.

Consented unto by the

deputies desiring the

consent of our honored

magestrates per order

Joseph Lynde

Isaac Addington Secretary

Mass. Archives, vol. 35, p. 224.

Marblehead Country Rates

taken by the Select men and

Commissioner the 7th of October 1689.

The Rate of heads Amounts to . . .	13:01:08
The Rate of houses and Lands Amounts to . . .	02:02:06
The Rate of Estates Amounts to . . .	01:09:09
	<hr/>
	16:13:11

Nathaniel Norden	} Select men
William Woods	
Benjamin Gale	
Archibald Ferguson	

Richard Reith

Commissioner

This is a true Copie taken this

20th of February 1689/90

Attest Archibald Ferguson Recorder.

Mass. Archives, vol. 35, p. 232a.

Whereas severall Townes have beene Complained of, for being short in their lists and assessments given in in October last, being Andover, Haverhill, Wenham, Aimesbury, Marblehead, which Townes have beene ordered to apeare before this Court and apearing by persons by them sent and having beene heard what they had to say In the Case for themselves this Court doth order that the penalty apointed by the law title publique Charges section the third be taken off the severall Comissioners and select men of the said Townes that are defective as above for every ofeneder.

Past in the affirmative by the Deputies

Ebenezer Prout Clerk

February 21: 1689/90.

Mass. Archives, vol. 35, p. 252b.

To the Much Honourable The Governour, Deputy Governour, Assistants and Representatives, now sitting in Charlestowne

The Humble request of the Select men in behalf of the Towne of Marblehead That your honours would be pleased to grant two publick Houses of Entertainment to our said towne which we find wil be very needfull and shall remaine your Humble petitioners

Marble-head	Nathaniell Norden	} Select men
4th of March	William Woods	
1689/90	Robert Bartlett	
	Benjamin Gale	
	Archibald Ferguson	

The above Request is Granted by
the Deputies

Ebenezer Prout Clerk

14th March 1689/90

Mass. Archives, vol. 35, p. 301b.

The Address of Sundry well disposed persons of Marble-
head

To the Honourable Generall Court now Setting att
Charlestowne

This present information from Sundry of the Inhabitants of Marble-head Loyall Subjects to their Majesties King William and Queen Mary, and true and faithfull Subjects to this present Government established: whose Authority we desire to Maintaine, both with our persons and estates, and wishing prosperity and settlement and that wee amongst other Townes of this Collony may enjoy dayes of peace Tranquility and safety under the conduct of soe faithfull and good a Government. Being sensible of the distractions and confusions and animosities of Spirit that are att this time among us when we have such unspeakable reason to be most Affectionately United and to Joyn as one for the preservation of the peace att home and for the defence of our selves our Familyes and estates from Invasion of foreign French Enemies that may assault us, which our Town in a speciall manner is most obnoxious unto, and it being notorious and evident that there is not that care and prudence taken for the Marshalling ovr souldery and to see that every man respectively is furnished with armes and ammunition as the Law directs and the Towne soe supplied that we may be in a posture of defence when their may be any suddain Invasion or inroads by our Enemies: These mighty considerations embolden us to acquaint this honoured Court our Fathers and conservators of our peace thatt there may be a speedy enquirey into the state of our affaires that soe care might be taken for our Redress that soe we might nott goe in and out with fear and distraction. In the name and with the Consent of Sundry of our neighbours and Inhabitants

per Nathaniel Norden
Robert Bartlett
Nathan Walton
Erastus James

March the 14th 1689/90

Mass. Archives, vol. 35, p. 303.

This Court being informed that it will be for their Majesties Service—It is therefore Ordered that the Souldiers in Salem now under the Command of Captain John Price and Captain Stephen Sewall, be equally laid into Four Companies, by the Militia of said Town

And the Trained Souldiers in Marblehead are to be equally divided to make Two Companies, by Major Gedeney, and the Militia of said Marblehead. And Marblehead-Troop is hereby dismissed. And the said Two Companies are to be under the Command of Captain John Legg and Captain Nathanael Norden.

Voted by the Magistrates in the Affirmative

Isaac Addington Secretary.

15th March, 1689.

Consented to by the Deputies

Penn Townsend per order.

Mass. Archives, vol. 35, p. 314b.

Captaine John Alden making return that pursuant to an Order of the Governour and Council he repaired un to Marblehead to Impress and bring about to Boston the Guns belonging to Captaine Cratys Ship for their Majesties Service, And demanding the same was opposed by sundry of the People of said Town of Marblehead being gathered together in a riotous and tumultuous manner haveing A Drum amongst them to the high contempt of their Majesties Authority and tending to mutiny and sedition

These are in their Majesties names to will and require you to warn Captaine John Legg Captaine Nathaniell Norden and the Others the Common Officers Selectmen and Drummers of the said Town of Marblehead to appear before the Generall Court Sitting in Boston on Wensday the morrow the 16th instant at one oclock to

answer what shalbe objected against them on their Majesties behalfe respecting the premises. hereof make return and faile not

Dated in Boston the 15th day of July 1690 Anno-R-
et Regina Gulielmi et Maria Angliae etc. Secundo.

Mass. Archives, vol. 36, p. 162a.

Whereas Marblehead have opposed the Officer Captain John Aldin sent by the Councill to fetch the Great Guns for their Majesties service to Canada

Voted, that Captain Leg and Captain Norden be forthwith sent for to answer their suffering the drums being beat, and not suppressing the Insurrection of the people whereby the Officer was obstructed in their Majesties business In the designed Expedition for Canada past in the Affirmative be the Deputies

Nehemiah Jewett per Order

15th July 1690. C

Mass. Archives, vol. 36, p. 163.

To the Honoured the Governour and Councill sitting in Boston The humble Address of the Selectmen of Marblehead in behalfe of the Towne

Most humbly offers

Whereas the Honoured Generall Court (as we have understood) was pleased, as to other Seaport Towns in our Circumstances so to grant to us likewise upon our Request, two single Rates out of the ten Rates which we were assessed with last Summer, towards reimbursing of us for our Charges upon our Fort, which by our bill of sundryes, though not the whole will appear considerable; And our Constables notwithstanding being not able to procure and order from the Countrey Treasurer to make payment of the same when collected to the Selectmen, We are therefore necessitated to make our humble Application to your Honours, that you would be pleased to consider of our case, and pass your order to the Treasurer, that as much may by him be signified to our Constables, that our Credit which by reason of our miserable poverty runs so exceeding low with merchants and workmen to whom we still stand much endebted for the bill of

Parcells annexed hereto may not be absolutely lost and ourselves ruined; Your releaf in this matter, shall the more oblige us, as in duty bound to pray etc.

Your Honours most humble Servants

Marble-head March : 3 :

1690/1:

John Pittman

Ambrose Gale

John Stasey

Samuell Russell

Selecktt men

[Backed] Marblehead Selectmen Motion and Accompt
1690

To the Worshipfull

Isaac Addington Esq.

Secretary for the Countrey

Mass. Archives, vol. 36, p. 422.

[3 March 1690/1]

To Sundrey Disbursements by the Town of Marblehead:

To plank and Boards for the forte 05:02:00

To Iron Work to John Weldron 03:09:00

To the frayte of 2 grate guns from Boston 01:00:00

To timber for the forte and Hous to put amo-
nishon in 10:10:00

To four Barrells of Powder aytt-pound per Barell 32:16:00

To Careges for 2 grate guns and other metarels for the guns	07:00:00
--	----------

To Shott for the guns 02:08:00

62:05:00

Per order of the Selecktt men by me

Ambrose Gale Junior Clerk.

Mass. Archives, vol. 36, p. 422a.

(To be continued.)

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HISTORICAL COLLECTIONS
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VOL. LIV.

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No. 4

THE PLAINS: PART OF SALEM IN 1700.

BY SIDNEY PERLEY.

THIS section of Salem in 1700 is now the central part of Danvers. It extends from Waters' river on the south to the Topsfield line on the north, a distance of about four miles, and from Whipple's hill on the west to the Frost Fish stream on the east, a distance of about two miles, and comprises an area of about seven square miles.

This is the eastern end or side of the district of Danvers as it was bounded in 1752.

The Ipswich road was the southern boundary of the Salem Village parish.

Smith's hill, over which runs the line between Danvers and Topsfield, was so called very early, because it was included within the grant of Thomas Smith in 1639.

Solomon's hill, near Blind hole, was so called as early as 1716. Blind hole is mentioned by that name in 1660.

Davenport's hill was so called very early because it was included within the grant to Capt. Richard Davenport, afterwards Putnam's hill when it belonged to the Putnams.

Porter's river was so called because John Porter owned all the land on its western side from 1646. Above Conant street, the stream was known from a very early date as Frost Fish brook or river, from the fact, it is said, that

frost fish were very abundant in its waters. It was so called as early as 1637.

Crane river was called Duck river in 1632, and Crane river as early as 1650. Beaver brook, which is one of the sources of Crane river, was so called very early in the settlement of Salem Village, and was called the great brook in 1800.

The most ancient highway through this region was the old Ipswich road so called, running from Boston to Ipswich, having been laid out in 1643. It is now known, in its several parts, as Ash, Elm and Conant streets. The Ash street section was called the country road in 1741; Ipswich road in 1759; the country road on Porter's plains in 1783; the highway leading from Putnam's tavern to Leech's tavern in 1806; the old road leading from Danvers to Salem in 1850; and Ash street in 1854. Elm street was called ye country road in 1741; Ipswich road in 1782; and Elm street in 1872. Conant street was called Ipswich road in 1715; Willow street in 1872; and Conant street in 1882. The bridge over Crane river at Ash street was probably constructed about 1685. In the county court, under date of Feb. 25, 1650-1, is the record: "Town of Salem, presented for want of a foot bridge at Crane river, ordered to make it, on penalty of £5."* Nothing was done about its construction immediately, so far as the records of the town show. The bridge is mentioned in 1692.

High street was laid out before 1780; and was called the road leading to the new mills in 1783; the county road in 1784; the highway leading to Salem in 1794; the road from Gideon Putnam's tavern to Salem by the neck so called in 1794; the road leading from Putnam's tavern to the neck so called in 1796; the road leading from Salem to Topsfield in 1810; the Salem road in 1815; the road leading from New mills to Topsfield in 1849; and High street in 1850.

Water street was called the highway running by the new mills in 1780; and Water street in 1872.

Purchase street was so called in 1854.

*Records and Files of the Quarterly Courts of Essex County, volume I, page 208.

Park street was so called in 1850.

Sylvan street was so called in 1854.

That part of Maple street between the Square and Locust street and Locust street comprised the highway to Topsfield laid out by the county court Oct. 22, 1657, as follows :—

the 22. 8. 57

We hose names ar under written being apointed by the too Townes to lay out a cuntrie way betwine the too Townes Salem & Topsfeld we began vpon John Porters farme accordinge as the trees ar marked and so alonge vpon Daniell Rayes farme too pole brod and so thoroh the woods to a farme of John Porters wich was formerly mr Kenistones and so thoroh the woods to a farme of John Porters wich was formerly mr Downings and so thoroh the woods to the Rever against Gudman Townes house and this we have done accordinge to our best descesion

JOHN PORTER
WILLIAM DODGE
THOMAS BORMAN
FRANCES PABODY

This was alowed of by the court (as it is layd out) held at Salem 29th of June 1658

ROBERT LORD *cleric**

Its course was practically the same as now, except at two places. At Porter's hill it went around a part of the hill to the west, and just northerly of the point where the new Valley road, so called, connects with it it made a slight detour to the right. In each of these two places the road has been straightened,—the former place before 1810, and the other before 1869. It was called the Topsfield road in 1720; the country highway in 1722; the highway leading from Salem to Topsfield in 1774; the country road leading from Haverhill to Salem in 1807; the main road in 1841; the road leading from Danvers Plains so called to Topsfield in 1850; and that part now Locust street was so called in 1857.

Wenham street was in existence as early as 1646, when it was called a way from John Porter's farm to Wenham, being called the Wenham road in 1815; and Wenham street in 1882.

North street was in existence in 1683. It was called the highway leading to Topsfield in 1772; the county road

*Original on file in the office of the clerk of courts, at Salem, and printed in the Quarterly Court Records and Files of Essex County, volume II, page 105.

leading from Salem to Topsfield in 1813 ; the road leading from the Newburyport turnpike to the brick schoolhouse in 1862 ; and North street in 1865.

Summer street is an ancient way. It was called the highway in 1714 ; the way called Blind Hole road in 1780 ; the country road leading to Topsfield in 1829 ; and Summer street in 1866.

The Newburyport and Boston turnpike, indicated upon the map by parallel lines of dashes, was laid out in 1803. It was called the county road in 1867 ; and Newbury street in 1875.

Nichols and Pine streets and that part of Maple street which connects them probably constituted the highway that was laid out under the order of the selectmen of Salem, dated July 10, 1650, viz.:—

william Dodg Jacob Barney and Nathanell Putnam are apoynted to lay out the hie way ffrom the ffarther syde of that ffarme that was mr Bishops now in the hands of John Porter vnto Crane Riuer.*

The selectmen of Salem, June 8, 1657,

Ordered that John Porter and Thomas Putnam shall forthwith make such repayre of a highway leading from mr John Endicots his farme to goodman huchissons house as in their discessions they shall Judg meete & to be paid by the towne.†

The selectmen of Salem, June 10, 1668,

Ordered that a highway shalbe layd out beginginge at Rich Huchensons feild and foe to run to the beauer dame neare to Serg Porters meadow & fo to the extend of the boundes and w^m flint & ferg Rich Leech ar Impowrd to lay it out, and to make a return to the select men.‡

Oct. 22, 1668, Messrs. Flint and Leech made the following return of the laying out of this new way:—

By an order of the selectmen dated the 10 4 mo 68 Sergeant lech & Willum flint were to laye out a hiewaye from Richard Hutchsons feild to the extent of the boundes the way is layed out as foletth: from a great whit oak stump be twixt the said hutchsons feild where the waye turnes to beuer dam we apoynt the waye to Rune where it is to the top of the hill neare where free mens hous was & so by

*Salem Town Records, volume I, page 165 (printed).

†Salem Town Records, volume I, page 200 (printed).

‡Salem Town Records, volume II, page 103.

the side of the fil to two trees at beuer dam: the trees be one on one sid the brouk & the other on the other sid neare the bound tree betwixt Tho Putnam & Robert Prince & from there to the uper end of Thomas Putnams feld two pole with out the fenc to a bound tree that be longes to Tho Putnam Robert Princ Jo Putnam & henry keney the stump to be in the midel of the hieway & the way to Run straight from thenc betwixt two walenut trees marked entring in to a ualea on the East sid of Tho Putnams bound tree: & from the north end of the ualea to a rock neare mr Rukes boundes that is in the way with a lital tre marked on the south East sid the waye neare the Rock from thenc Cros mr Rukes land as the waye Runes to a Red oake marked neare to a great whit oake burned at the bottom that stands neare about the line be twixt nath Putnam & mr. Ruck & this hiway to be tow pole wid from one end to the other witnes our handes 22th 8mo 68

WILLIAM FLINT
the mak of RICHARD LEACH.*

Dec. 1, 1670, John Porter, sr., agreed with John and Joseph Hutchinson that the latter two have liberty to set up a saw mill on the dam, "pvided that they dam not upp the water untill the first of Novemb^r and that they lett it out on the tenth of the second m^o followinge that by longer stoppage the water the sd Porters meadow doe not suffer damage unless the sd Porter shall consent to any longer time. That soe longe as the sd Hutchinsons doe continue a mill on that dam they doe consent and agree to maintaine and preserue the sd dam and sluice at their owne charge," etc.† Lt. Thomas Putnam complained that the Hutchinsons allowed the highway at Beaver dam to be unsafe and impassable for travelers by reason of the mill and dam; and, after hearing, March 26, 1672, the Ipswich court ordered that the dam be pulled down, so as to make the way passable, or else sufficiently repair it. In his complaint, Lieutenant Putnam declared that as he was riding over the causeway and bridge here at Beaver dam the water had so washed away the gravel on the causeway that his horse fell in with his hind legs; that "Allso I haue no cart way ouer: the bridg is part of it Careyed out the Place: there is no fout way ouer but by wadding: the Cunstebel nath Ingrson Com to my house & said he was faint to put ofe his shoues & stockinges to

*Records and Files of the Quarterly Courts of Essex County, volume V, page 26.

†Records and Files of the Quarterly Courts of Essex County, volume V, page 27.

Com ouer: I was greatly depriued of my neborhod; I am also depriued of the benefit of my on land where I formerly liued hauing Eight or tenn akers fenced in that hath much English gras for sheep & lames & nether sheep nor lames Can pase in the hieway with safty at beuer dam: I was faint to Carey my goodes to toune on horse bake that went with mr grafton wich is a great damag to me to go so often: & if I should be shut up wich I shall if they Can for ther Counant with John Porter senor is from a bout the first of nouember to the tenth of apriel: to be this long kept Prisnor will be the way to Ruene me & mine for euer, hauing no other way laid out to my farme but that: & they that spoyle the way Is Joseph huchinson & John huchinson by stoping the water with there dam at there saw mill from time to time before the mill went & sinc," etc.*

William Nichols and John Nichols, both of Topsfield, and Zachery Curtis of Rowley (Boxford) also complained of "want of the hiewaye at beuer dam wich is there waye to salam to the in Joyeing godes ordenences to the mill & to the market: the bridg being part of it Careyed out of the Place the water being Rased neare a foote aboue the timber that is left: the water being Rased in the hiewaye neare twelue fete together except upone on banke wich is a verey great damag unto them in there busines & might be a great damag to there Cattel & there one perones if they should venter ouer wich they dare not do: there fore they humbly sue for relefe it being both a toune & Cuntry hiewaye."†

William Nichols deposed that "he was Riding to Mr. Endecottes & henry keney told him he Could not get ouer at beuer dam: but I Road to se & when I Came there the water was Rased so hie with the dam stoping of it at the sae mill: . . . I durst not Rid ouer the bridg but went about by John Putnams: & sinc I was Riding to mill with a grist & durst not Rid ouer but went with my grist by John Putnams: I haue Corne to Carey to Salem with

*Records and Files of the Quarterly Courts of Essex County, volume V, page 25.

†Records and Files of the Quarterly Courts of Essex County, volume V, page 26.

my Cart the bridge at beuer dam is so spoyled that I Can not go ouer with my cart : & haue no other way but that exept I go a great way about where is woress way for me & my oxen than that was: the time that I have bin put by at this bridg hath bine this mo. of March 71-72."*

This mill was probably removed down stream about thirty rods at this time or soon after.

Nichols street was called a county road in 1854; and Nichols street in 1882.

Pine street was called the highway in 1718; ye path in 1734; ye country road in 1758; a road leading to Salem in 1785; road leading to Middleton in 1842; and Pine street in 1855. Giles bridge on Pine street was so called in 1718.

Maple street was called the highway (near Forest street) in 1709; the Topsfield road (near the Square) in 1754; a road leading to Beverly in 1785; the county road leading to Middleton in 1853; the Middleton road in 1866; and Maple street in the same year. The bridge over the brook near Vineyard street was built before 1763. Vineyard street was there as early as 1734; and was so called in 1879.

Forest street was laid out in 1675 as a way to the Village meeting house. It was called ye highway laid out from Beaver dam to ye meeting house in 1705; and Forest street in 1882.

Hobart street was so called in 1858.

Holten street was called the road leading from the Holten place to the Plains in 1836; Village street in 1844; and Holten street in 1872.

Cherry street was so called in 1844.

Essex street was called Ropes street in 1845.

Putnam street was called a new street in 1859; and Putnam street in 1882.

The Burial Place. This is probably the oldest burial place in Danvers. Probably the earlier Porters and Putnams were buried here. The oldest stones now standing in it are of the family of Jonathan Putnam, and bear dates of 1682.

*Records and Files of the Quarterly Courts of Essex County, volume V, page 29.

Estate of John Porter Lot. This tract of land was the grant made to Rev. Samuel Skelton, pastor of the church in Salem, by the general court, July 3, 1632, being described in the record of the grant as a "necke of land, lyeing aboute 3 myles fro Salem, cont aboute 200 ac., . . called by the Indeans Wahquack, bounded on the south vpon a little ryv^r called by the Indeans Conamabsqnooncant; vpon the north abutting on another ryver, called by the Indeans Pouomeneuhcant; & on the east, on the same ryv^r."*

A caveat of the sale of one neck of land in Salem, lying between Crane river and Woolastons river, by Samuel Skelton, for forty-one pounds, to John Porter of Salem, reserving to said Samuel Skelton sixty acres of said neck lying further west, is recorded, dated March 8, 1649.†

John Porter died Sept. 6, 1676, possessed of the tract, which was then appraised at four hundred pounds. He gave in his will sixty acres, that had been received of Mr. Skelton's daughter, to his son Israel Porter; and the remaining one hundred and fifty acres to his sons Joseph, Benjamin and Israel. This neck remained undivided until 1716, when a division occurred according to a plan on file in the office of the probate court at Salem, which plan is herewith reproduced.

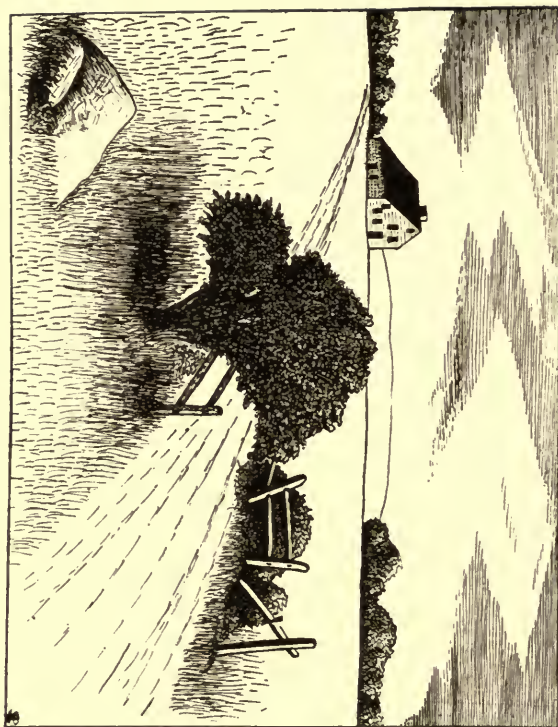
Upon Crane river, at the old Ipswich road, was erected a saw mill by John Porter and Mr. Endecott before 1673. In John Porter's will, proved in 1676, his interest in it was devised to his son Israel Porter, who probably owned it in 1700.

Israel Porter House. This tract of land was the three hundred acres granted by the town of Salem to Elder Samuel Sharp Jan. 23, 1636-7; and was conveyed by him to John Porter of Salem, yeoman, for one hundred and ten pounds, Sept. 12, 1646.‡ Mr. Porter built a house thereon, and died Sept. 6, 1676, having in his will devised the land and buildings to his son Israel Porter. The dwelling house, barn and land were then appraised at six

*Records of the Colony of the Massachusetts Bay, volume I, page 97.

†Essex Registry of Deeds, book 1, leaf 8.

‡Essex Registry of Deeds, book 1, leaf 3.



ISRAEL PORTER HOUSE
(From a memory drawing)

hundred pounds. Israel Porter lived here, and died Nov. —, 1706, having devised his housing and lands to his son Benjamin, subject to the life estate of his wife in one-half of the same. Benjamin Porter died Dec. —, 1726, having in his will devised this real estate to his sons John and Benjamin Porter, both of Salem, yeomen. John Porter released the buildings and land to his brother Benjamin Porter April 8, 1741.* Benjamin Porter lived here, and died June 10, 1794, possessed of the house and land. The real estate was divided April 2, 1796; and the western half of the house and land around it was assigned to his daughter Huldah Kimball, wife of Thomas Kimball of Wenham, and the other half of the house to her brother James Porter. Mrs. Kimball and her husband conveyed her part of the house and land to Caleb Oakes of Danvers, cordwainer, Feb. 29, 1796.† Mr. Oakes fell from his barn window Sept. 19, 1831, and died in an hour or two, leaving children, William, Nancy and Mehitable. His widow Mehitable died in 1837. William Oakes of Ipswich, esquire, conveyed his one-third interest in the house and land to his sister Nancy Oakes of Danvers, singlewoman, Feb. 8, 1838.‡ Nancy Oakes became insane, and her guardian, John G. King, conveyed her two-thirds interest in the estate to Alfred Trask of Danvers, drover, July 6, 1849;§ and on the same day her sister, Mehitable O. Williams of Salem, widow of John S. Williams, released her interest to Mr. Trask.|| Mr. Trask owned the house when it was destroyed by fire Sept. 19, 1865, the anniversary of Mr. Oakes' fatality. The following account of the fire was given in the *South Danvers Wizard*, in its issue of Sept. 27, 1865:—

FIRE IN DANVERS. About eleven o'clock on Tuesday night, of last week, there was an alarm of fire, caused by the burning of the old Jacobs' house, long unoccupied, near the Universalist church, Danvers.

The house faced toward the south, and was two stories in height, with a leanto. The front door was midway of the

*Essex Registry of Deeds, book 81, leaf 154.

†Essex Registry of Deeds, book 160, leaf 189.

‡Essex Registry of Deeds, book 310, leaf 242.

§Essex Registry of Deeds, book 413, leaf 289.

||Essex Registry of Deeds, book 413, leaf 290.

house, with large rooms on either side in both stories, and each of these rooms had two windows in front. There was a window over the front door, in the upper hall. The chimney was of immense size, and furnished large fireplaces in each of the chambers and the front rooms down stairs. The kitchen fireplace was also great. There were doors in each end of the house, and on the eastern end a small entry. Each gable contained a small window, and each room in the main part of the house had one window in either end. The kitchen also had a window at each end of the leanto. The walls of the front and ends of the house were lined with brick its full height.

The well was located near the northeastern corner of the house.

Nathaniel Putnam House. The southwestern portion of this lot of land was conveyed by Richard Hutchinson to Nathaniel Putnam in 1651.* The remainder of the lot is the hundred acres of land which was granted by the town of Salem to John Putnam of Salem, yeoman, Jan. 20, 1640-1, it being described as "one hundred acres of land at the head of Mr. Skelton's ffarme betweene it & Elias Stileman the elder his ffarme, if there be an hundred acres of it." Mr. Putnam conveyed one-half of the lot to his son Nathaniel Putnam of Salem March 2, 1653-4,† and the other half was conveyed to Nathaniel by his brothers Thomas and John Putnam of Salem, farmers, with their father's consent, April 17, 1662.‡ Nathaniel Putnam built a dwelling house upon the lot, in which he lived. He died July 23, 1700, having devised "the farm where I now dwell" to his son Benjamin Putnam. Capt. Benjamin Putnam died in 1715(?), having devised to his sons Nathaniel and Tarrant Putnam "the ffarm I now dwell upon." Tarrant Putnam had the buildings and land, and he died in 1732. The buildings and seventy acres of land were then appraised at eight hundred and seventy-five pounds. The northern part of the house, which was two stories in height and large, was assigned to his widow Elizabeth as a part of her dower July 18,

*Essex Registry of Deeds, book 1, leaf 17.

†Essex Registry of Deeds, book 2, leaf 57.

‡Essex Registry of Deeds, book 2, leaf 56.

1757; and the southern part to his son Gideon Putnam. Gideon Putnam became the sole owner of the house and land around it; and he died May 17, 1811. The estate then descended to his son Judge Samuel Putnam, who removed the old house in 1818.

The lot marked "Pease's meadow" was conveyed by John Pease to Richard Hutchinson of Salem, husbandman, who conveyed it to his son Joseph Hutchinson of Salem, yeoman, in 1666.* Joseph Hutchinson owned it in 1700.

Sarah Whipple House. Richard Hutchinson of Salem, husbandman, for love, conveyed to his son John Hutchinson of Salem "my now dwelling house," barn and land, May 16, 1666.† John Hutchinson was dead in the summer of 1676, at the age of thirty-three, and the estate descended to his only child Sarah, who was then only three years of age. She married Joseph Whipple in 1691; and lived in this house. She and her husband, for love, conveyed to their son Joseph Whipple of Salem, yeoman, the western half of the house and land on its western side Dec. 31, 1726;‡ and the rest of the house, barn and land "where I now live" Dec. 2, 1734.§ Dea. Joseph Whipple died in the summer of 1740. The house faced the south, was two-storied, and then called a small house. His wife survived him, and married, secondly, Solomon Martain of Andover. The real estate was assigned to their eldest son Matthew Whipple April 20, 1752. The house was then described as "an Old House Eftemeed Uninhabitable." Matthew Whipple lived here, and died June 26, 1756. His widow Sarah married, secondly, Samuel Herrick of Reading Oct. 13, 1761. In the appraisal of Mr. Whipple's estate, the dwelling is called "an old house." The title descended to his son Matthew Whipple, who died in 1783. His widow and administratrix, Mercy Whipple, conveyed four-sixths of the house and land assigned as dower to her husband's mother to James Smith of Danvers, yeoman, Nov. 29, 1785.|| The house

*Essex Registry of Deeds, book 3, leaf 18.

†Essex Registry of Deeds, book 2, leaf 120.

‡Essex Registry of Deeds, book 67, leaf 231.

§Essex Registry of Deeds, book 67, leaf 232.

||Essex Registry of Deeds, book 147, leaf 284.

was standing in 1798,* and is said to have been removed about 1808, when the highway was straightened. It stood in the course of the new road, as it now runs, about two hundred feet westerly of the present railroad bridge on Maple street.

Benjamin Porter Lot. This lot was probably the one hundred acres granted by the town of Salem to John Stratton of Salem March 31, 1638.† But he went away, and the grant was made over to Daniel Denison of Ipswich, esquire, and afterwards conveyed to Simon Bradstreet of Boston, esquire. Nov. 27, 1656, the selectmen of Salem laid it out "as conveniently as may be for Serg. Jn^o Porter."‡ Sergeant Porter had already bought this land of Mr. Bradstreet, but no deed was passed until Feb. 11, 1679.§

The one and a half acres of meadow land on the westerly side of the brook was conveyed by John Hutchinson of Salem to John Porter, sr., of Salem, farmer, Nov. 30, 1670.|| It had been a part of the grantor's "father Richard Huchessons fence, that was given to him by the Towne of Salem."

Sergeant Porter died Sept. 6, 1676, having devised the entire lot to his son Benjamin Porter, who owned it in 1700.

James Prince House. This was the eastern part of the one hundred and fifty acres granted to William Pester by the town of Salem July 16, 1638. It belonged to William Trask of Salem Dec. 20, 1655, when he conveyed it to Robert Prince of Salem.¶ Mr. Prince built a house upon the lot and lived in it. He died June 4, 1674, having devised to his sons James and Joseph Prince "all my houses and fences and land." They were both under age, and the land was to be divided when they became of age. His widow Sarah was to "have the hous and land untillle my sons Come unto age," etc. Mrs. Prince mar-

*Essex Registry of Deeds, book 164, leaf 87.

†Salem Town Records, volume I, page 68 (printed).

‡Salem Town Records, volume I, page 194 (printed).

§Essex Registry of Deeds, book 7, leaf 16.

||Essex Registry of Deeds, book 4, leaf 78.

¶Essex Registry of Deeds, book 1, leaf 51.

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JAMES PRINCE HOUSE

ried, secondly, Alexander Osborne, an Irishman, who vainly attempted to hold the property after the boys were of age. She was bedridden, and convicted as a witch. She died in Boston jail May 10, 1692. The sons divided the estate May 21, 1696, this part, with the house thereon, being assigned to James Prince.* James Prince lived here, being a yeoman, and died in 1724, having devised the estate to his sons James and David, both of Salem, yeomen. These brothers made a division of the estate April 5, 1727, and the buildings and land around them were released to James Prince.† James Prince lived here, and died in 1775. In his will he devised the estate to his sons David and John. The buildings and one hundred and ten acres of land were then appraised at eleven hundred pounds. David Prince of Danvers, cordwainer, died Jan. 28, 1797, having in his will devised his interest in the place to his brother John Prince of Danvers. John Prince of Danvers, yeoman, conveyed the farm and buildings to Nathan Peirce of Salem Jan. 6, 1800;‡ and thus the old homestead went out of the possession of the family. Mr. Peirce never lived here probably, and died possessed of the place in 1812. He left a will which had but two witnesses, and was therefore not allowed by the court; but as the heirs-at-law requested in writing that it be allowed it was recorded. In it, this farm was devised to his son George Peirce of Salem, merchant. June 1, 1812, Rebecca Peirce, widow of the deceased, and Sarah Needham, widow, Nathan Peirce, merchant, Stephen Phillips, merchant, and wife Elizabeth, and Samuel Upton, merchant, and wife Rebecca, in a division of the estate, released this farm to George Prince, in compliance with the terms of the will.§ George Peirce died in 1822, probably never having lived here. In his will, he devised all his estate to his wife Elizabeth. She died in March, 1826, intestate, and the property descended to her children, George, William Putnam, Elizabeth Phillips, Sarah Rebecca and Susan Clark, all minors. Their guardian,

*Essex Registry of Deeds, book 38, leaf 54.

†Essex Registry of Deeds, book 51, leaf 213.

‡Essex Registry of Deeds, book 166, leaf 133.

§Essex Registry of Deeds, book 197, leaf 32.

Michael Shepard of Salem, merchant, conveyed the farm, with the dwelling house thereon, to Stephen Phillips of Salem, merchant, July 7, 1826.* Mr. Phillips never lived here probably, and conveyed it to Charles Lawrence and George W. Endicott, both of Salem, merchants, July 7, 1838.† These grantees conveyed three-fourths of their interest in the estate to Abby P. Lawrence, Eliza C. Lawrence and Mary N. Lawrence, all of Salem, singlewomen, Sept. 17, 1838;‡ and the remaining quarter to Abigail Lawrence of Salem, widow, Sept. 7, 1838.§ Charles Lawrence, Eliza C. Lawrence and Mary N. Lawrence, all of Danvers, Abel Lawrence, Abel L. Peirson and wife Harriet, Mary W. Lawrence, Caroline W. Lawrence, Elizabeth C. Lawrence, Edward B. Lawrence, Abel L. Pierson, jr., Abby L. Peirson and Harriet L. Peirson, all of Salem, Benjamin Perkins and wife Jane L., Charles L. Perkins, Benjamin Perkins, jr., Mary L. Perkins, Jane L. Perkins, jr., Francis B. Perkins and George E. Perkins, all of Roxbury, conveyed the estate to George Nichols, jr., of Salem, tanner, April 5, 1853.|| Mr. Nichols removed to this farm and became a farmer; and, for eighty-five hundred dollars, conveyed the land and buildings to Stephen Driver of Salem, shoe manufacturer, Nov. 18, 1854.¶ To this date, the second story of the house projected over the first story the customary distance, and Mr. Driver built out the first story to make it even with the second, except for a slight distance a few inches were left overhanging at the western end. The rooms were not enlarged, however, the inside of the wall not being changed. Mr. Driver died Sept. 16, 1868, intestate, leaving widow Susan P. Driver and children Helen E. Brooks, wife of David Brainard Brooks, and Stephen P. Driver, all of Salem, Susan S. Driver of Danvers, George H. S. Driver and Samuel Driver, both of Lynn, and William P. Fuller and Helen E. Fuller, children of a deceased daughter M. B. Fuller. The farm

*Essex Registry of Deeds, book 242, leaf 36.

†Essex Registry of Deeds, book 307, leaf 64.

‡Essex Registry of Deeds, book 308, leaf 155.

§Essex Registry of Deeds, book 308, leaf 156.

||Essex Registry of Deeds, book 476, leaf 95.

¶Essex Registry of Deeds, book 503, leaf 169.

then consisted of the house, etc., and one hundred and twelve acres of land, and was appraised at twelve thousand dollars. Susan P. Driver, widow, Stephen P. Driver, David Brainard Brooks and wife Helen E. Brooks, Susan S. Driver, singlewoman, and William P. Fuller, the younger, all of Salem, and George H. S. Driver and Samuel Driver, both of Lynn, for twelve thousand and five hundred dollars, conveyed the estate to George M. Underwood of Pawtucket, R. I., April 28, 1869.* Mr. Underwood removed to Danvers, and conveyed the estate to Jacob E. Spring of Brownfield, Me., Feb. 7, 1872.† Mr. Spring removed to Danvers, and mortgaged the property to the Chelsea Savings Bank Feb. 26, 1887.‡ The mortgage was foreclosed by auction sale to Eben Hutchinson of Chelsea June 14, 1890;§ and Mr. Hutchinson reconveyed the estate to the bank June 21, 1890.¶ The bank conveyed it to John B. Van der Wee and John B. Ridder, both of Baltimore, Md., and John Griffin of Lowell Aug. 3, 1891;|| and John B. Van der Wee of Boston, John G. Ridder of Baltimore, Md., and John Griffin of Richmond, Va., conveyed it to the St. John's Normal College of Danvers (a Massachusetts corporation) Oct. 9, 1891.** The corporation continued to own the house until about 1915, when it was sold to Daniel Cahill, who removed it to Maple street, where it is still used for its original purpose.

John Putnam, sr., and Nathaniel Ingersoll deposed that Lt. Thomas Putnam, sr., deceased, possessed and planted two or three acres of land at the northeast corner of this lot from 1652 to 1662, and afterwards as long as he lived, and that now Joseph Putnam is in possession of it, and Thomas Putnam often said that he had bought it of Capt. William Trask and that Captain Trask said that he had sold it to Thomas Putnam. Sworn to June 25, 1700.††

*Essex Registry of Deeds, book 771, leaf 184.

†Essex Registry of Deeds, book 847, leaf 91.

‡Essex Registry of Deeds, book 1191, leaf 265.

§Essex Registry of Deeds, book 1284, page 208.

||Essex Registry of Deeds, book 1284, page 216.

¶Essex Registry of Deeds, book 1319, page 541.

**Essex Registry of Deeds, book 1324, page 409.

††Essex Registry of Deeds, book 13, leaf 301.

Joseph Prince House. This was the western portion of the one hundred and sixty-five acres granted by the town of Salem to William Pester July 16, 1638. It belonged to William Trask of Salem Dec. 20, 1655, when he conveyed it to Robert Prince of Salem.* Mr. Prince died June 4, 1674, having devised the estate to his sons James and Joseph. These brothers made a division of the estate May 21, 1696, and this part was assigned to Joseph Prince, who built a house thereon.† Mr. Prince was a yeoman, and lived here. He died in 1744, and the estate descended to his son Timothy Prince of Danvers, husbandman. Timothy Prince conveyed the land and buildings to John Nichols of Danvers, yeoman, March 23, 1761.‡ Mr. Nichols died in the winter of 1792-3, having in his will devised the land and buildings "where I now live" to his daughter Eunice, wife of Andrew Nichols. The one hundred and two acres of land and the buildings were then appraised at six hundred and sixty-one pounds and ten shillings. Eunice Nichols of Danvers, widow, for one thousand dollars, conveyed the house and land around it to her son Abel Nichols of Danvers, yeoman, May 27, 1836.§ Abel Nichols died April 23, 1846, intestate, leaving widow Sally and children Abel Nichols and Sarah P. Page, wife of Charles Page. Sally Nichols of Danvers, widow, and Charles Page of Lawrence, yeoman, and wife Sarah P. Page, for twenty-five hundred dollars, released the estate to Abel Nichols of Danvers, artist, Jan. 1, 1850;|| and Abel Nichols of Danvers, now cormorant in Italy, artist, for fifty-five hundred dollars, conveyed the house, barn and land to Susan S. Kimball, wife of Edward D. Kimball of Salem, Sept. 25, 1855.¶ The house was removed in 1857 by Mrs. Kimball.

Benjamin Porter and Israel Porter Lot. This was the seventy-five acres early granted by the town of Salem to Charles Gott of Salem; and he conveyed it to John Por-

*Essex Registry of Deeds, book 1, leaf 51.

†Essex Registry of Deeds, book 38, leaf 54.

‡Essex Registry of Deeds, book 156, leaf 66.

§Essex Registry of Deeds, book 289, leaf 131.

||Essex Registry of Deeds, book 421, leaf 290.

¶Essex Registry of Deeds, book 521, leaf 21.



DANIEL REA HOUSE

ter of Salem, yeoman, March 4, 1653-4.* Mr. Porter died Sept. 6, 1676, having devised it to his son Benjamin Porter of Salem, husbandman, who conveyed one-half of it to his brother Israel Porter Jan. 29, 1676-7.† The lot belonged to Benjamin Porter and Israel Porter in 1700.

Daniel Rea House. The town of Salem granted this tract of land to Daniel Rea about 1637. He died in 1662; and he stated orally just before his death that he wished his son Joshua Rea to have the improvement of the whole farm "where he lives" until the latter's son Daniel shall become of age, when Daniel shall have the farm, subject to a life estate of Joshua in one-half of it. Joshua Rea died in the autumn of 1710; and his son Daniel Rea died in the winter of 1714-5. In his will he gave to his son Daniel land he had "given him by deed of gift," and the rest of this farm to his son Zerubabel Rea; but "Some Small time before his Death did Declare that his mind was altered relating to this farme and had Declared his mind to severall of his friends, but had not an opportunity to make an alteration of his will in writing . . . being that farm he did Dwell upon." Therefore they amicably divided the farm, as their father wished, March 8, 1714-5.‡ In this division, Zerubabel Rea received the buildings and land around them. Zerubabel Rea died in the winter of 1739-40, intestate. In the division of his real estate, made among his children Nov. 3, 1752, the buildings and land around them were assigned to his daughter Sarah Brown. The title is not clear for some years after this time. Later in the century the owner was Edmund Putnam. Edmund Putnam of Danvers, gentleman, and his wife Anna conveyed to Israel Putnam, 3d, of Danvers, yeoman, these buildings and land Jan. 10, 1800.§ This was called "the south farm." Israel Putnam died in 1820; and his son Elias Putnam, yeoman, and wife Eunice, and Nathaniel Boardman, cordwainer, and wife Nancy, daughter of the deceased, conveyed their interest in the buildings and land to their sister Polly Put-

*Essex Registry of Deeds, book 1, leaf 22; book 16, leaf 106.

†Essex Registry of Deeds, book 4, leaf 178.

‡Essex Registry of Deeds, book 27, leaf 112.

§Essex Registry of Deeds, book 166, leaf 136.

nam, minor, Jan. 24, 1823.* Polly Putnam married Israel Endicott, jr., mariner; and she and her husband conveyed the house, barn and land to Elias Putnam of Danvers, yeoman, Dec. 25, 1827.† Hon. Elias Putnam died July 8, 1847. The "old house" and land were then appraised at sixteen hundred dollars. His real estate was divided Jan. 10, 1850; and this part of the land, with the dwelling house and barn thereon, was released to Rev. Clarence Fowler and Albert A. Fowler, both of Danvers, children of Emily Fowler, deceased, who was daughter of the deceased.‡ These brothers released the property to their father Augustus Fowler of Danvers, farmer, May 10, 1866.§ Mr. Fowler died Feb. 12, 1894; and under a compromise of his will this estate was transferred to his grandchildren, the children of his son Clarence, namely, Mary Bigelow, wife of P. Challis Bartlett, Emily Fowler and Albert Brown Fowler, all of Danvers. They still own "the old mansion house" and land.

Daniel Andrew Houses. The principal part of that part of this lot lying easterly of the dashes was the two hundred acres granted by the town of Salem to Allen Keniston of Salem Feb. 4, 1638-9.|| He died late in the autumn of 1648, having devised his estate to his wife Dorothy. She married, secondly, Philip Cromwell of Salem, butcher, and they conveyed the farm to John Porter of Salem, yeoman, Oct. 22, 1653.¶ Mr. Porter died Sept. 6, 1676, having devised this tract to his daughters Mary, wife of Thomas Gardner, and Sarah, wife of Daniel Andrew of Salem, mason. Mr. Gardner conveyed his wife's half of it to Mr. Andrew Dec. 17, 1677.** Mr. Andrew erected a house upon the premises, and died of small pox Dec. 3, 1702. In his will he had devised the estate to his sons Daniel and Thomas Andrew. Thomas Andrew, cooper, John Andrew, tailor, and Samuel Andrew, tanner, all of

*Essex Registry of Deeds, book 242, leaf 30.

†Essex Registry of Deeds, book 247, leaf 240.

‡Essex Registry of Deeds, book 422, leaf 252.

§Essex Registry of Deeds, book 731, leaf 31.

||Salem Town Records, volume I, page 81 (printed).

¶Essex Registry of Deeds, book 1, leaf 20.

**Essex Registry of Deeds, book 8, leaf 119.

Salem, released their interest in the dwelling house, barn and land to their brother Daniel Andrew of Salem, husbandman, May 3, 1737.* The next owner appears to be Samuel Andrew. Samuel Andrew of Danvers, tailor† for eight hundred and twenty-five pounds, conveyed the land and buildings to John Lee of Marblehead March 23, 1778;‡ and, for two hundred and twenty-five pounds, Mr. Lee conveyed the same to John Sheldon of Danvers, husbandman, April 13, 1784.‡ Mr. Sheldon, for three hundred and nine pounds, conveyed the land and buildings to Zadoc Wilkins of Danvers, husbandman, May 28, 1788.§ Mr. Wilkins died March 22, 1832; and his son Joel Wilkins came into the possession of the estate, and lived here. He conveyed to his sister Betsey Sears for her life and to her daughter Mary Ann Sears, while she remained unmarried, the east lower room and west chamber "in my house occupied by me," etc., March 12, 1838;|| and Mrs. Sears released the above interests to Mr. Wilkins, the house being "the late house of my father Zadoc Wilkins," May 23, 1851.¶ Mr. Wilkins removed the old house, and erected a new one in its place soon after.

That part of this lot lying westerly of the dashes was conveyed by Daniel Andrew to Peter Cloyce of Salem Village, yeoman, before 1682. Mr. Cloyce probably built a house thereon in which he lived, and from which his wife Sarah was taken to prison as a witch in 1692. She was a sister of Rebecca Nurse. Mrs. Cloyce was convicted, but escaped execution. For eighty pounds, Mr. Cloyce conveyed this house and land to Mr. Andrew Oct. 23, 1693.** Mr. Andrew died possessed of the same Dec. 3, 1702, having devised the estate to his daughter Sarah Andrew. She married Francis Dodge, yeoman. The house was gone before 1737, apparently.

Jonathan Putnam House. That part of this lot lying easterly of the northeasterly dashes was probably the

*Essex Registry of Deeds, book 75, leaf 79.

†Essex Registry of Deeds, book 137, leaf 31.

‡Essex Registry of Deeds, book 137, leaf 208.

§Essex Registry of Deeds, book 151, leaf 133.

||Essex Registry of Deeds, book 305, leaf 38.

¶Essex Registry of Deeds, book 445, leaf 121.

**Essex Registry of Deeds, book 9, leaf 200.

thirty acres of land granted by the town of Salem to the widow Scarlett about 1636. It came into the hands of Thomas Rix of Salem, barber, who conveyed it to John Putnam, jr., of Salem Jan. 14, 1660.*

That part of the lot lying between the dashes was probably the eighty acres of land which was granted by the town of Salem to Richard Waterman in 1637. He "deserted it," and the town granted it to Lieutenant Davenport and Thomas Lathrop Nov. 29, 1642.† Nathaniel Putnam of Salem, yeoman, conveyed to John Putnam, sr., of Salem, yeoman, his interest in the Waterman grant Feb. 19, 1682-3.‡

That part of the lot lying westerly of the westerly dashes was granted by the town of Salem to Ralph Fogg of Salem very early; and he conveyed it to John Putnam April 14, 1652.§

For love, John Putnam conveyed the entire lot to his son Jonathan Putnam Jan. 23, 1690;|| and Jonathan Putnam probably built a house thereon. He conveyed to James Bound of Salem, tailor, three-quarters of an acre of his lot on the highway Feb. 15, 1715-6;¶ and to his son Jonathan Putnam, jr., of Salem, husbandman, the dwelling house "the grantee now dwells in" and one-third of the farm the grantor then lived upon June 10, 1718.** Apparently the son Jonathan sold his house to Mr. Bound, who removed it to his lot, and Mr. Putnam erected a new house on his own lot. Mr. Bound reconveyed to Mr. Putnam his land with the dwelling house thereon, for seventy pounds, Jan. 29, 1725-6;†† and Mr. Putnam died Jan. 17, 1732, possessed of the two houses and farm. In the division of his real estate, Oct. 12, 1741, there was assigned to his son David Putnam a piece of land with "an old dwelling house standing thereon called Bound's house," the house and barn being valued

*Essex Registry of Deeds, book 2, leaf 9.

†Salem Town Records, volume I, page 114 (printed).

‡Essex Registry of Deeds, book 6, leaf 77.

§Essex Registry of Deeds, book 1, leaf 22; book 6, leaf 77.

||Essex Registry of Deeds, book 9, leaf 42.

¶Essex Registry of Deeds, book 33, leaf 232.

**Essex Registry of Deeds, book 43, leaf 200.

††Essex Registry of Deeds, book 45, leaf 190.

at twenty-five pounds and the fifty-five acres of land at seven pounds. The old house probably existed only a short time longer.

James Putnam House. That part of this lot of land lying northerly of the dashes was a part of the grant made by the town of Salem to Lt. Richard Davenport Nov. 26, 1638;* and Captain Davenport conveyed the entire grant to John Putnam, sr., Richard Huchinson and Daniel Ray of Salem and Mr. John Hathorne of Lynn Oct. 31, 1661.† Apparently, the house upon the Davenport farm was situated on this portion of it, and was occupied for two years about 1647 by Thomas Hobbs, who hired a part of the farm. The house was probably the home of the original John Putnam from that time until his death.

That part of the lot lying southerly of the dashes was granted to Ralph Fogg of Salem very early; and he conveyed it to John Putnam April 14, 1652.‡ In this deed, the land is located as "betweene old father Putnam's farm & Daniel Raies."

John Putnam died Dec. 30, 1662, possessed of the entire lot. The estate descended to his son Capt. John Putnam of Salem, who, for love, conveyed the house and land to his son Lt. James Putnam of Salem, husbandman, Jan. 25, 1690.§ Lieutenant Putnam conveyed the estate to his son Jethro Putnam of Salem, yeoman, Jan. 5, 1721-2.|| Jethro Putnam probably removed the old house.

The road from this house out to Beaver dam (a part of which is now Spring street) was a private way and so called ever since as late as 1869.

Benjamin Putnam Lot. This lot of land was a portion of the grant of the town of Salem to Lt. Richard Davenport Nov. 26, 1638;* and Captain Davenport conveyed the whole of his grant to John Putnam, sr., Richard Huchesson and Daniel Ray of Salem and Mr. John

*Salem Town Records, volume I, page 75 (printed).

†Essex Registry of Deeds, book 2, leaf 55.

‡Essex Registry of Deeds, book 1, leaf 22; book 6, leaf 77.

§Essex Registry of Deeds, book 13, leaf 30.

||Essex Registry of Deeds, book 38, leaf 234.

Hathorne of Lynn Oct. 31, 1661.* Mr. Putnam, the elder, of Salem, yeoman, conveyed this part of the farm to his son Nathaniel Putnam of Salem March 2, 1653-4;† and Richard Huchenson of Salem, yeoman, in consideration of the marriage of his daughter Elizabeth to Nathaniel Putnam of Salem, yeoman, conveyed to Elizabeth and her husband the grantor's fourth part of the Davenport farm Aug. 10, 1656.‡ Nathaniel Putnam, for love, conveyed it to his son Benjamin Putnam of Salem Dec. 8, 1695.§ Benjamin Putnam owned the lot in 1700.

Joseph Putnam Lot. This lot was a part of the Davenport farm, and it belonged to Jonathan Putnam in 1662 and to Joseph Putnam in 1693 and 1700.

The northerly end of it was meadow land, and known as Peter's meadow. The northern lot belonged to Ralph Fogg; and John Putnam, sr., of Salem, conveyed the northerly half of it to his son Jonathan Putnam Jan. 23, 1690-1.|| John Bullock of Salem, innkeeper, conveyed ten acres on the northerly part of Peter's meadow to Mr. Samuel Parris, minister, Jonathan Putnam, husbandman, and John Putnam, 3d, husbandman, all of Salem, "bounded on the Est & on the north wth the upland & on the west wth the meadow of Joseph Putnam & on the South wth the meadow of Henry Browne & the meadow of Joseph Putnam," Aug. 13, 1693.¶ John Putnam, sr., of Salem and wife Elizabeth, for love, conveyed to his son John Putnam, jr., ten acres in this meadow next to the meadow of James Prince Dec. 26, 1696.**

John Putnam House. This lot of land was a portion of the grant of the town of Salem to Lt. Richard Davenport Nov. 26, 1638;†† and it became the estate of Capt. Thomas Lathrop of Salem. Captain Lathrop removed to Beverly, and was ambushed and massacred by the Indians, with his military company, "The Flower of Essex," at South

*Essex Registry of Deeds, book 2, leaf 55.

†Essex Registry of Deeds, book 2, leaf 57.

‡Essex Registry of Deeds, book 3, leaf 158.

§Essex Registry of Deeds, book 11, leaf 133.

||Essex Registry of Deeds, book 9, leaf 42.

¶Essex Registry of Deeds, book 9, leaf 127.

**Essex Registry of Deeds, book 11, leaf 123.

††Salem Town Records, volume I, page 75 (printed).

Deerfield, Sept. 18, 1675. He died, childless, and his only heir was his sister Ellen, wife of Ezekiel Cheever of Boston, schoolmaster. By the general court, the real estate of the deceased was assigned to Captain Lathrop's widow Bethiah for her life, and at her death to his sister, Mrs. Cheever, May 19, 1680. Mr. and Mrs. Cheever, by their attorney Thomas Cheever of Malden, gentleman, conveyed this lot, being one-third of Davenport's farm, except the meadows on the western side, to Lt. John Putnam of Salem Nov. 29, 1682.* Mr. Putnam built upon the lot a house for his son John Putnam before 1694, when the son was living there; and conveyed to him the house, barn and land, for love, Dec. 26, 1695.† The house was destroyed by fire April 1, 1709.

On the western side of this lot along the brook were grants of meadow land. That one furthestest south was a grant of ten acres to Gov. John Endecott made by the town of Salem July 18, 1637.‡

Benjamin Porter Lot. That portion of this lot lying westerly of the dashes was the southern part of the tract of land which was granted by the town of Salem to Mr. Townsend Bishop of Salem, gentleman, Feb. 26, 1638-9.§ It was the property of William Haynes and Richard Haynes of Salem, husbandmen, in 1648. They sold one-third of it to Abraham Page of Boston, tailor. Mr. Page sold it to Simon Bradstreet of Andover, gentleman; and, for fifteen pounds, Mr. Bradstreet conveyed it, with the house thereon, to John Porter, sr., of Salem, yeoman, June 29, 1648.|| On the same day, for thirty pounds, Mr. Porter bought the remaining two-thirds of William Haynes and Richard Haynes.¶

That part of the lot lying easterly of the dashes was the two hundred acres of "feeding ground" known as Blind hole since 1660 at least, granted by the town of Salem to Serg. John Porter, for "pasture for his Cattell," Sept. 30, 1647.**

*Essex Registry of Deeds, book 14, leaf 292.

†Essex Registry of Deeds, book 11, leaf 123.

‡Salem Town Records, volume I, page 53 (printed).

§Salem Town Records, volume I, page 85 (printed).

||Essex Registry of Deeds, book 14, leaf 253.

¶Essex Registry of Deeds, book 15, leaf 52.

**Salem Town Records, volume I, page 150 (printed).

Mr. Porter died possessed of both tracts Sept. 6, 1676, having devised them in his will to his son Benjamin Porter, who owned them in 1700.

At the northwesterly part of this tract of land is five acres of upland and three acres of meadow which was originally included in this grant of Mr. Bishop. These eight acres came into the hands of William Nichols of Topsfield before Feb. 4, 1667, when he conveyed the same to John Porter, sr., of Salem, yeoman, who then owned the Bishop farm.*

At the southeasterly corner of this lot (easterly of the dashes) were the Putnam, Rea and Cromwell meadows, in Blind Hole meadow. At the southern end, running from the Bishop farm to the Downing grant, was the meadow of Thomas Putnam of Salem, from 1685 to 1702. Next northerly was that of Jonathan Putnam, from 1685 to 1702.

Daniel Andrew and Sarah Andrew Lot. This tract of eighty acres of land was early called Smith's farm, and was probably the eighty acres granted to Thomas Smith by the town of Salem May 15, 1639. It belonged to John Porter in 1673, and he died possessed of it Sept. 6, 1676, having devised it to his daughter Mary, wife of Thomas Gardner, and Sarah, wife of Daniel Andrew. Mr. and Mrs. Andrew conveyed their interest in it to their brother-in-law Daniel Andrew Dec. 17, 1677.†

Joseph Porter House. This tract of land was the five hundred acres of land granted to Emanuel Downing of Salem by the town of Salem July 16, 1638. Mr. Downing conveyed it to John Porter of Salem, yeoman, April 15, 1650;‡ and Sergeant Porter conveyed it, Jan. 2, 1664, to his son Joseph Porter, as a part of his portion upon the latter's marriage with Anna, daughter of Maj. William Hathorne.§ Joseph Porter erected a house thereon, in which he lived (the northern house shown on the map). Porter died in 1714, having in his will devised the northern part of his homestead to his son Joseph Porter, who

*Essex Registry of Deeds, book 3, leaf 36.

†Essex Registry of Deeds, book 8, leaf 119.

‡Essex Registry of Deeds, book 4, leaf 161.

§Essex Registry of Deeds, book 3, leaf 139.



JOSEPH PORTER HOUSE

had died in 1713, leaving widow Mary and children, Joseph, Priscilla and Mary, who died soon after her father. The widow married George Bixby Aug. 6, 1718; and they continued to live upon the farm. The son Joseph died Feb. —, 1747, owning the place, and leaving widow Mary, who married, secondly, Joseph Perkins of Malden, and the only child that survived him was Joseph Porter. This Joseph Porter died Feb. 12, 1805, having devised the estate in his will to his sons Joseph and Jonathan. The one hundred and eighty-five acres of land and buildings were then appraised at seven thousand dollars. Maj. Jonathan Porter died soon after his father, and his brother and sister were his heirs. The other children of their father were Polly, wife of Capt. Dudley Bradstreet of Topsfield, Sarah, wife of Daniel Putnam, Elizabeth, Phebe, wife of Cornelius Gould, Lydia, wife of Nathaniel Gould, and Ruth, wife of Joseph Gould. Joseph Porter of Danvers, yeoman, conveyed his interest in the place to his brother-in-law Captain Bradstreet of Topsfield, yeoman, April 13, 1810;* and Cornelius Gould of Boxford, gentleman, and wife Phebe, and Joseph Gould of Topsfield, yeoman, and wife Ruth released their interest in the place on the same day to Captain Bradstreet.† Sarah Putnam of Newbury, Vt., widow, released her interest to him April 26, 1810;‡ and Nathaniel Gould of Middleton, yeoman, as guardian of Betsey Porter Gould and Henry Lawrence Gould, minor children of his wife Lydia, released their interest to Captain Bradstreet Jan. 30, 1811.§ Captain Bradstreet removed to this farm, and lived here until his death April 23, 1833. In his will he devised the estate to his son John Bradstreet of Danvers, yeoman. John Bradstreet lived here, and died Feb. 22, 1869, having devised the estate to his son Harrison P. Bradstreet of Danvers, yeoman. Mr. Bradstreet conveyed the property, for eleven thousand and nine hundred dollars, to Elizabeth Lawton Ellis, wife of George Ellis of Bridgewater, Oct. 21, 1869.§ Mrs. Ellis mortgaged the place to William

*Essex Registry of Deeds, book 191, leaf 24.

†Essex Registry of Deeds, book 191, leaf 23.

‡Essex Registry of Deeds, book 194, leaf 282.

§Essex Registry of Deeds, book 786, leaf 216.

B. Morgan of Wenham and Calvin Putnam of Danvers March 25, 1871;* and the mortgage was foreclosed by public sale to Calvin Putnam of Danvers, for nine thousand and three hundred dollars, April 5, 1872.† Mr. Putnam died Nov. 14, 1904; and Charles P. Searle of Boston, the executor of Mr. Putnam's will, for eight thousand dollars, conveyed the farm and buildings to Daniel J. Connors of Danvers Dec. 26, 1906.‡ Mr. Connors now owns and resides upon the place.

The original house is still standing in excellent condition, and apparently able to weather the storms of several centuries more. It is fifty feet in length and twenty-odd feet in width, two stories in height and faces the south. The chimney is large, and the rooms on both floors are twenty feet square. The original barn is now adjoining the house, and its frame is like that of the house. The posts and beams are hewn of white oak and are a foot square.

About fifty rods northeasterly from the house is the family burial place, near a swamp. Some half a dozen graves are there, marked with as many field rocks. Some of them lie in the ground and the others lie upon the surface. They are surrounded or overgrown with briars and bushes, and during the past winter apparently wood has been sledded from the swamp by or over the graves. Two of the stones, lying loosely upon the ground, are each about two feet in length and a foot and a half in breadth, and thin at the edges. Probably they were originally set upright in the ground. They seem to be of trap rock, and cleft from a large round boulder or ledge. One side is even and flat and the other side is convex. On one of them are inscribed the letters "A. P." and above them is at least a figure "2". The only early member of the family that lived on the farm whose initials these would be is the wife of Joseph Porter, the original occupant of the farm. She was Anna, daughter of Maj. William Hathorne. It is not known when she died, but she was not alive when Mr. Porter made his will in 1718, and it

*Essex Registry of Deeds, book 826, leaf 214.

†Essex Registry of Deeds, book 850, leaf 193.

‡Essex Registry of Deeds, book 1853, page 353.

may be that the figure "2" on this stone is a part of the date "1712". Passing over or near these stones no one would ever suspect that this was a sacred place, and that here have reposed for more than two centuries the remains of a daughter of Major Hathorne. Standing at the spot, these lines of Whittier are bound to be remembered:—

The dreariest spot in all the land
To death they set apart;
With scanty grace from nature's hand,
And none from that of art.

Upon the marriage of his son Samuel Porter, in 1696, apparently Joseph Porter built for him the house on the southern part of the homestead as shown on the plan, and also gave into his possession a large tract of land around it. Joseph Porter died Dec. 12, 1714, having devised in his will to his son Samuel "ye land which he now lives upon and hath improved, together with the dwelling house or housing standing on said land where he now dwells, together with an hundred acres of land adjoining to ye land he now lives upon, it being ye southerly part of my farm." Samuel Porter, sr., of Salem, yeoman, for love, conveyed to his sons Eleazer Porter and Samuel Porter, both of Salem, one-half of the house and land "that I now dwell upon," Nov. 10, 1722;* and Samuel Porter, jr., released his interest in the same property to his brother Eleazer Porter Aug. 20, 1737.† (Their father apparently built a new house about fifty rods southerly of the old one, and lived in it, Sept. 8, 1737, when he conveyed it and that part of the lot to his son Samuel Porter, jr., husbandman.‡ Samuel Porter, jr., released his interest in that house and barn and land "which I now live upon," to his brother Eleazer Porter of Salem, husbandman, May 8, 1738§). Samuel Porter, the father, of Salem, yeoman, for love, conveyed to his son Eleazer Porter of Salem, husbandman, the old house and that part of the lot grantee "now dwells upon," June 8, 1738.|| Eleazer Porter died

*Essex Registry of Deeds, book 48, leaf 90.

†Essex Registry of Deeds, book 77, leaf 20.

‡Essex Registry of Deeds, book 75, leaf 227.

§Essex Registry of Deeds, book 77, leaf 21.

||Essex Registry of Deeds, book 75, leaf 268.

in the autumn of 1756; and in the division of the real estate, "May 12, 1760, the old house was assigned to his son Samuel Porter. Samuel Porter graduated at Harvard College and became a lawyer in Ipswich. The house was burned before April 28, 1769, when Mr. Porter conveyed its site, "it being the land where his late dwelling house stood that was burnt down with fire," to his brother-in-law Tarrant Putnam of Danvers, yeoman.*

Cornelius Baker Lot. This lot of land belonged to Cornelius Baker in 1700.

*Essex Registry of Deeds, book 150, leaf 61.

DOCUMENTS RELATING TO MARBLEHEAD,
MASS.

(Continued from Volume LIV, page 288.)

To his Excellency Sir William Phips and the Honourable the Council and Representatives of the Province of the Massachusetts Bay in New England now convened in a Generall Court Sitting at the Town house in Boston.

The humble Petition of Eleazer Ingolls and Richard Skinner, late Constables in the Towne of Marble-head.

Humbly Sheweth

That in the year 1690 your Petitioners were chosen Constables with Philip Brumblecombe since deceased for the Towne of Marblehead aforesaid in the Province aforesaid in which the Tax upon said Towne amounted to 220 pounds being proportioned to Ten Single Countrey Rates Whereupon was directed to each Constable one distinct and Several Bill of Assessment for £73-06-08 Assessed by the Select men of the Said Towne for every Division, Each Assessment belonging to the Division of your Petitioners is collected and gathered by your Petitioners and they are ready to Account with Mr. Treasurer of the Province and to ballance the Account for the same But

May it please Your Excellency and this honoured Council and Assembly the said Brimblecombe did in his life time receive and gather a good Part of his Said Assessment for his Division and paid into the Treasury the first payment, and Some Short time after deceased whereby the Bill of Assessment for his Division could not be fully by him collected, although some further considerable part of the same he did not collect and receive before the day of his Death the rest remaining yet uncollected The Inhabitants of the said Town not knowing how to Effect the Same until the late Law made by this Hon-

oured Court afforded some Direction which was Attended by the Select men of Said Towne who did appoint David Furnes of the said Towne who married the Widdow of the said Brimblecombe and did authorize him to collect and Satisfy the said Bill of Assessment unto the Treasurer of this Province as by an Order under their hands may fully appear and the said David Furnes is actually in prosecution of the said Order and hath received in part of the said Assessment Yet notwithstanding Mr. Treasurer hath Ordered Execucion to be issued forth to the Sheriff of the County of Essex for the Attaching of your Petitioners for the same Dividend which your Petitioners humbly conceive they have not any Obligacon in Law Reason or Equity to Answer and Your Petitioners have prevailed with the said Sheriff for a few days to desist Execucion of said Warrant which if not obstructed will prove exceeding prejudiciall to your Petitioners if not their utter Ruine.

Therefore Your Petitioners humbly and earnestly implore the favour of this great and Honorable Court to take the premises into their Serious and Juditious Consideration, to Order that upon our Accounting with Mr. Treasurer for each of our Perticular Dividends, we may be discharged from the said Execution and that the said David Furnes may (as in Equity he ought) to Answer for and account with Mr. Treasurer for Brimblecombes Dividend And Your Petitioners and their familys shall As in duty bound continually pray for the

Prosperity of this Government etc.

Eleazer Ingolls

[In margin] In Answer to the within written petition of the Marblehead Constables it is thought meet that these Two Constables who have Collected their proportion of the Rates, upon their accounting with and paying the Treasurer their respective Sums, that they be discharged, and that David Furnes who married The within mentioned Phillip Brimblecombes widow, who was appointed by the Selectmen to gather in the said Arrears, may be hereby Impowered and required perfect the Collection of said Brimblecombes Lists, and pay and make up accounts with the Treasurer, and that three moneths

time be allowed him for the same, he being Sworn to the faithfull discharge thereof.

February 17th 1692/3 : Read orderly and voted passed in the Affirmative in this House of Representatives and sent into His Excellency the Governor and Councill for Consideration.

Nehemiah Jewet

Speaker

Mass. Archives, vol. 100, p. 424.

To His Excellency Sir William Phips Knight, Governour of the Province of the Massachusetts, and Captain Generall of their Majestys subjects in the said Province and his honourable Councill now sitting in Boston the humble Address of the Principall Inhabitants of the Towne of Marble-head in behalfe of the Towne Most humbly Sheweth

Whereas our selves, since the unhappy war betwixt the heathen, French, and this Land have bin att a very considerable charge by the advanceing of the summe of eighty pounds or more, for erecting, keeping and maintaineing Fortifications upon the Sea in purchasing, timber, plank, iron worke, carriages for great guns, powder and ball suitable thereto, and gunners yearly salary for inspecting the same, for defence of their Majesties subjects here, in all which charge we have had no releef out of any publick stock, saving our proportionable part in two single Countrey Rates, amounting to the summe of twenty nine pounds some years since, and Finding an extream need of a Stock for the necessaty upholding and maintaining the same, being disabled by our owne poverty from making any further progress in the same, We are necessitated to make our application to your Honours, humbly requesting your assistance in the said affair, that you would be pleased to order our reembursement with such moneys as have bin advanced, and that for the fvture, as we understand in other Frontier Land att least, if not Sea port places, the present fortifications amongst us may be furnished with suitable powder and ball, and the whole upheld and maintained on the Publick charge, for the

Security etc. of their Majestyes subjects here, so of them elsewhere, and we shall ever pray as in duty bound etc.

Dated att Marblehead this 13th of November 1693.

Ambrose Gale Senior	Robert Bartlett
John Brintnall	William Beale
John Browne	James Smith
John Legg	George Jackson
Nathaniell Norden	Eleazar Ingolls
James Dennes	Richard Trevet.

Mass. Archives, vol. 70, p. 201.

Upon reading the Petition of sundry of the Inhabitants of Marble-head on behalf of said Town, Praying that they may be eased of the duty of Tunnage for their Fishing Shallops and that they may onely be considered and taken in as other ratable Estate Voted That all open Fishing Boats be abated of the said duty of Tunage and that they pay onely to the Publick as other ratable Estate, according to the valuation set by the Act or Acts of this Court for the granting of Publick Taxes and no otherwise.

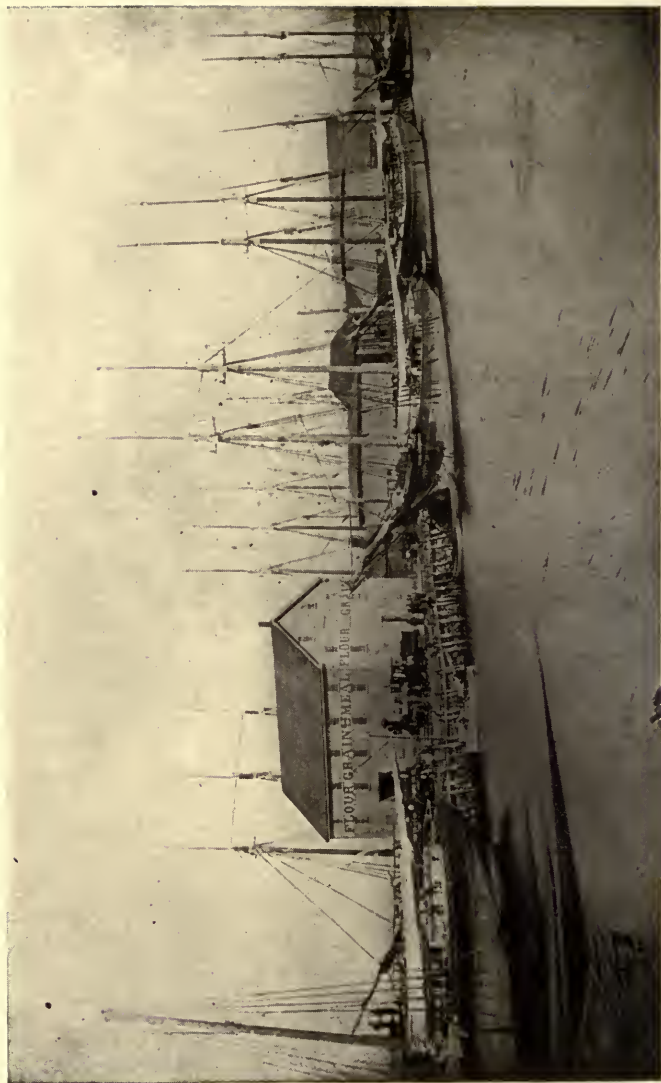
November 2d, 1694, Past in the affirmative by the house of Representatives & sent up to his Excellency and Council for Consent

Nehemiah Jewet
Speaker

November 3d 1694 Voted in concurrence with the Representatives in Council

Isaac Addington Secretary
Mass. Archives, vol. 61, p. 549.

(*To be continued.*)



PHILLIPS WHARF TERMINAL, SALEM
About 1860

THE BOSTON AND LOWELL RAILROAD,
THE NASHUA AND LOWELL RAILROAD,
— AND —
THE SALEM AND LOWELL RAILROAD.

BY FRANCIS B. C. BRADLEE.

(Continued from Volume LIV, page 224.)

After due attention had been paid to the creature comforts, several gentlemen spoke, and much was said that was both interesting and important, to a degree beyond the hackneyed meaning of that phrase, although no attempts were made to exhibit the flowers of rhetoric. Hon. S. C. Phillips presided, as President of the corporation, and read a letter from N. Silsbee, Esq., Mayor of our city, ending with the following toast:—

“Success to this, and all honorable undertakings which tend to draw more closely together the fair towns and cities of New England.”

Mr. Burnap, of Lowell, made an interesting address, and Mr. Norcross, of Lowell (the “lumber-king”), hit the audience “between wind and water” with a highly valuable array of facts.

Mr. Phillips spoke in very strong terms of the liberal and public spirited manner in which the inhabitants of North Reading had gone into this enterprise. Mr. J. A. Knowles, of Lowell, referring to the importance of the *fare* to the success of railroads, and to the cheers which

had been given at North Reading in honor of the ladies of that place, proposed three cheers for the ladies of Salem, which were accordingly given, "with a will," as the sailors say. Rev. Mr. Lamson responded to the complimentary remarks in reference to North Reading, concluding with the following invocation, quoted from an old resident of Salem ;—

"Health and peace and ready rhino
"To all the friends that you and I know."

Mr. Phillips also communicated a great many interesting facts in relation to the capacities of our city for an extension of its business, which had been suggested to him by the experience of the last two or three years. Such speeches as were made on this occasion should be reported in full or not at all. Mere sketches afford no adequate idea of a congeries of facts and statistics. We were particularly surprised with the fact stated by Mr. Phillips, that orders had already been received for lumber from Springfield and for coal from some other place in the valley of the Connecticut. On Monday next, not only will our chain of communication be opened to the whole interior, but passengers for New York, by the way of Norwich, leaving Salem at half past ten o'clock, can be at the great metropolis at eleven the same evening, at an expense probably not exceeding the price of a passage from Boston, and without the expense and inconvenience of hack hire.

Mr. Norcross brought together some interesting facts in relation to railroad progress within the last ten years, in order to illustrate his position, humorously advanced, that an important part of the European travel, passing from the west of Ireland, in five days, to the railroad now contemplated from Bangor to the eastern extremity of Nova Scotia, could come through Salem to the city of Lowell, without passing through the "village" of Boston.

The Glee Club, whose music had afforded most pleasing interludes to the graver matters of the day, wound up the services with some of their best glees ;—the return



THE LOWELL STATION IN SALEM
1850-1892



THE LOWELL, EASTERN & FITCHBURG STATIONS
On Causeway Street, Boston, about 1870

cars started for Lowell;—and thus ended a celebration which we are inclined to esteem among the most important in our history as a business community. Time may disappoint all our expectations and calculations; but until that great trier of truth has proved their fallacy, we shall believe that our business men have a new field opened before them, wide enough to stimulate all their activity and to reward all their exertions.

The road will be regularly open, for passengers and traffic, on Monday next."

The first time table was as follows:—

"SALEM AND LOWELL RAILROAD.

"On and after Monday, August 5th, 1850, Trains will run daily (Sundays excepted) as follows:

Leave Salem for Lowell, at 6.45, 10.30 A. M., and 3.45 P. M.

Leave Lowell for Salem at 8.05* A. M., 12.10* and 6.30† P. M.

*Or upon arrival of Upper Railroad Trains.

†Or upon arrival of Stony Brook Railroad Trains.

Trains will stop to receive and deliver passengers at South Danvers, at Proctor's corner and Phelps's Mill in West Danvers, Oak Dale in Middleton, North Reading, Wilmington, Burt's Mill and Tewksbury.

All the outward and inward trains connect at Lowell with trains proceeding over the Nashua and Lowell, Wilton, Concord, New Hampshire Central, Northern, Vermont Central, Concord and Claremont, Contoocook Valley, Boston, Concord and Montreal, and Connecticut and Passumpsic Rivers Railroads.

The second and third outward and inward trains connect at Lowell with trains proceeding over the Stony Brook Railroad to Groton, and thence in one direction over the Peterboro' and Shirley Railroad, in another over the Fitchburg (up and down), Vermont and Massachusetts, Cheshire, Sullivan, Rutland and Burlington Rail-

roads, and in another direction over the Worcester and Nashua, Western, Norwich and Worcester, and Providence and Worcester Railroads.

Passengers leaving Salem at 10 1-2 A. M. may proceed to New York by the land route from Worcester. Passengers leaving Salem at 4 P. M. may proceed to New York by the steamboat route from Norwich.

For the present, Passenger Trains will proceed to and from Phillips wharf in Salem, stopping at Forrester street and Carlton Bridge. The time of leaving Salem as announced above will be *the time of leaving Forrester street*. The time of leaving Phillips wharf will be Ten Minutes in Advance.

At *Lowell* the Train will proceed to and from the General Railroad Station in Middlesex street.

All Express Business in Lowell and Salem will be faithfully and promptly attended to by Agents of the Company."

The fare from Salem to Lowell was 60 cents. In passing it may be interesting to note that the service outlined above was far better and three times as much as is given a long suffering public by the Boston and Maine Railroad in the year of grace 1918.

Quite a few of the twenty-four passenger cars that formed the opening train must have been borrowed from other roads, as the annual report of the Salem and Lowell Railroad for 1857 gives the entire rolling stock as consisting of three locomotives, three passenger cars, one baggage car, and one hundred and ninety-seven freight cars. It is interesting to recall the names of these locomotives, the "Sailor Boy", "Factory Girl" and "Transport". The original board of directors were: Stephen C. Phillips (president), William Livingston, Sidney Spalding, Josiah B. French, J. Willard Peele, Jacob Coggin, Charles F. Flint. Stephen H. Phillips was clerk, Nathaniel B. Perkins treasurer, and Francis H. Nourse superintendent. James W. Cheever was station-master in Salem, and David Marston and George W. Barker filled the same positions in South Danvers (Peabody)



THE SAILOR BOY
First Locomotive of the Salem & Lowell R. R.
1850



THE EAGLE (2nd)
Boston, Lowell & Nashua R. R.
1870

and Lowell respectively. The names of the original conductors and engineers are not now obtainable. At this period the railroads of Massachusetts had, as a rule, enjoyed a rather exceptional freedom from accidents, and there is every reason to suppose that their regulations were as exact and their system as good as those in use in other parts of the country. Yet it appears that up to 1858 no Massachusetts railroad had any provision, even of the simplest character, as to the effect of telegraphic orders, or the course to be pursued by employees in charge of trains on their receipt. The appliances for securing intervals between following trains were marked by a quaint simplicity and nearly all rules varied on the different roads. They were, indeed, "singularly primitive," as the railroad commissioners on a subsequent occasion described them, when it appeared that on one of the principal railroads of the State the interval between two closely following trains was signalled to the engineer of the second train by a station master's holding up to him as he passed a number of fingers corresponding to the number of minutes since the first train had gone by. Examination reveals as the nearest approach to a block system in those days, a queer collection of dials, sand-glasses, green flags, colored lanterns and hand targets. A few of the old rules taken from a Salem and Lowell Railroad time table for employees, dated June 30, 1856, are well worth reproducing :—

"1. Rule keep out of the way, means 10 minutes. . . .

18. Trains approaching Lowell must be kept under control of the Brakeman of the train. They must see that the switches are right before entering upon the Boston and Lowell Railroad. A lantern in the night placed on the switch frame shows the switch is wrong. Absence of lantern signifies the switch to be right. . . .

21. Absence of balls or red lantern at South Danvers. allows trains to pass from Salem. . . .

22. All trains after dark must carry a red light on rear end of rear car. . . .

27. The Conductor has entire charge of the train and all persons employed on it, and is responsible for its management while on the road. . . .

35. In stopping at way stations it is the duty of the engineer to see that either by their brakes or by reversing their engines, the buffers between the tenders and the baggage cars are *at least* kept in contact, so that the brakemen have no more to do than to stop their cars. The engineer will be responsible that the signals of starting and stopping made by the conductor are attended to. . . .

37. No person in the employ of the Company will be allowed to carry packages, letters or bundles, receiving presents or pay for same. . . .

Special Rules.

8. No Engines will be taken out on Sundays, except by permission of the Superintendent.

The Superintendent respectfully begs leave to remind gentlemen passengers who SPIT, that the car floors cannot be washed while the train is in motion.

Soon after the opening of the Salem and Lowell road, Cat Island, at the mouth of Marblehead harbor, was acquired by Lowell interests and a large hotel erected on it by them. As the island was principally patronized by Lowell people as a summer vacation ground, it was rechristened in their honor. The trains of the Salem and Lowell road connected directly at Phillips wharf with the boats for the island. These were in 1851-52 the "Merri-mack" and after that the "Argo," both of them side-wheel steamboats. As was to be expected, a great competition arose between the Boston and Lowell and Salem and Lowell roads for the carrying of raw cotton. The mill agents played one company against another, and when a satisfactory figure had been received from the lowest bidder word was telegraphed to Mobile directing the cotton ships to proceed either to Boston or Salem, as the case might be, to unload. The outcome to the railroads was not only a great falling off in earnings, but in some cases actual loss resulted. As the Boston and Lowell Railroad was by far the stronger corporation financially, it stood the strain better, and so it was not hard for its president, Mr. Crowninshield, to negotiate a lease of the Salem and Lowell road in 1858. The lease was to run for twenty years, beginning Oct. 1 of that year, the



LOWELL OR CAT ISLAND
In 1856

Boston and Lowell agreed to run the road, assume all responsibilities of the same, and to pay the interest of the Salem and Lowell bonds, 6 per cent. on \$200,000, their stock at this time was practically worthless. During the same year (1858) the Boston and Lowell leased the Lawrence and Lowell road on the same terms. Long before this date, in fact as early as 1820, had appeared the first signs of a serious decline of agriculture in New England. With the opening of the Erie and other important interior canals, which favored New York city to the detriment of Boston, the doom of farming in this section had been sealed. Against the loss of enterprise and of initiative force which New England may be conceived to have suffered in this way, there were also important compensations. Manufactures were booming, capital was situate here in good supply, the organization of industry advanced by leaps and bounds, and the stage was set for the course of development which was to be New England's particular and most prosperous destiny.

One fatal weakness, however, lay in the disunion of the New England and more particularly the Massachusetts railroad system. This is illustrated in a speech of Charles Francis Adams, Jr., chairman of the Massachusetts Railroad Commissioners, delivered before the Commercial Club of Boston, as late as March 22d, 1879, in which he said: "We of Massachusetts have been distanced in our railroad policy by all the leading States, when we should have carried out the magnificent ideas of our fathers. Half the cost of the Hoosac Tunnel would have bought up the entire New York Central road and given us a through line to Chicago. To-day other blunders are being committed by our numerous competing lines. Three roads on the northern side of Boston,—the Eastern, Boston and Maine, Boston and Lowell, all running in the same direction, by consolidating into one corporation, would secure a fair dividend to its stockholders, while saving to the community two-thirds of the cost now required to maintain their triplicate equipment and boards of officers. We should look at these things as practical business men, and, applying a remedy, increase our local power and prosperity."

Not until ten years after this date was a policy of consolidation carried out, and then in only a clumsy and ill-digested fashion, which was partially responsible for the recent financial disasters of the Boston and Maine system. During the Civil War the Boston, Lowell and Nashua, like other railroads in the country, partook of the general although feverish prosperity. Dividends averaging 6 per cent were paid at this period, the rate rose to 8 per cent in 1866, and finally in 1867 a scrip dividend of 20 per cent was declared payable Oct. 1, 1873.

In 1865 the price of a single ticket between Boston and Lowell was one dollar, and season tickets were thirty-five dollars per quarter. In 1866 a reduction was made to ninety cents for a single ticket and thirty-two dollars per quarter. In 1868 a further reduction was made to eighty cents single and thirty dollars per quarter. Package tickets were sold at the rate of ten for seven dollars and a half, thus actually reducing the fare to seventy-five cents. In 1870 the fare was further reduced by the sale of a mileage ticket good to the purchaser for one thousand miles of travel, for twenty dollars, or two cents per mile. These mileage tickets were among the first used on any New England railroad. Some idea of the increase of passengers on the Boston and Lowell, especially from connecting roads, may be gained by the following statement, which appeared in the annual report for 1869.

BOSTON AND LOWELL RAILROAD.

PASSENGERS CARRIED IN THE CARS FOR TWELVE MONTHS ENDING DEC. 31, 1868.

To and from Boston	1859	1868	Increase
Nashua and Lowell R. R.,	20,588	41,907	21,319
Wilton R. R.	8,824	18,585	9,711
Stony Brook R. R.,	1,111	1,922	811
Concord R. R.,	9,124	47,229	38,105
Boston, C. and Montreal R. R.,	2,602	11,041	8,439
Northern R. R.,	4,710	8,697	3,987
Vermont Central R. R. and beyond,	12,004	19,784	7,780
Conn. and Pass. River R. R.,	3,241	6,973	3,732
Concord and Claremont R. R.,	1,147	1,695	548
Manchester and No. Weare R. R.,	786	1,361	575
Contoocook River R. R.,	954	2,475	1,521
All stations on B. and L. R. R.,	437,521	934,211	496,690

SALEM & LOWELL RAILROAD.
PACKAGE TICKET.
SALEM AND LOWELL.
B. K. Knicker

SALEM & LOWELL RAILROAD.
PACKAGE TICKET.
BOSTON & LOWELL.
B. K. Knicker

238, LOWELL & CONCORD R.R.
SALEM
PEABODY
B. K. Knicker

Pullman's Palace Car Company.
Two tickets
From New Orleans to
St. Louis and return 30.
To occupy a Seat or Double Berth in the Cars of this Company, on the
Lowell & Concord Railroad
and
White Mountains R.R.
E. W. White

PASS
J. P. Page
Concord, N. H.
Boston, Concord, Montreal
1875.
AND WHITE MOUNTAINS N. H. RAILROAD.
Valid December 31, 1875,
unless otherwise ordered. *J. P. Page*

Pass
J. P. Page,
until December 31st 1875
unless otherwise ordered
Rev. Frank J. Hanger

1875
BOSTON & LOWELL & NASHUA & CONCORD
OPERATING
for
Boston & Lowell,
Nashua & Lowell,
Lowell & Concord,
Lowell & Lawrence,
Lowell & Middlebury,
Lowell & Montpelier,
Lowell & St. Albans,
Lowell & White River,
Lowell & Whitehall,
Lowell & Whitehall & Montpelier.
1875

NORTH-NEW DIVISION
BOSTON AND LOWELL RAILROAD.
Pass
E. Anderson
to Portland
Sept 20 1875
386 76.00

Nashua, Acton & Boston
RAILROAD.
1875
Valid December 31, 1875, unless verified.
J. P. Page
Acting Agent.

Boston & Lowell
RAILROAD.
Good in accordance with accom-
panying Pass in the opposite direction
to that named therein. Collect this
Coupon on the return trip and the
Pass on return.
VOID IF DETACHED.

London Sunday Train
BOSTON & LOWELL RAILROAD.
EMPLOYEE'S PASS.
PASS *William F. Buchanan*
FROM *Lowell* TO *Montreal*
ON ACCOUNT OF *Ship 1*
Upon the return condition, proper passes, tickets will also be
issued or advance in passes as proper.
Not good for the opposite direction, nor after *Sept* from date.
Nov 25 1875
Not good unless Counter-
signed by
J. F. Crockett
Supt. Train and Mechanics

TICKETS AND PASSES
In use 40 years ago

At this time the rate of freight on coal to Lowell was reduced 16 2-3 per cent., and on iron and other articles of heavy merchandise 10 per cent.

In 1865 the property on Lowell and Minot streets, in Boston, known as the Mill Pond Wharf Estate, was purchased for the purpose of enlarging the freighting facilities of the Boston and Lowell Railroad. This property consisted of about four acres of land and wharf, with twenty-two brick stores and extensive brick sheds standing upon it.

The buildings were enlarged and converted into freight houses, and a grain elevator built, *the first in Boston*. The Boston and Lowell Railroad has today (1918) the title to an undivided sixty-nine one-hundredths of this property, and the Nashua and Lowell Railroad has a title to an undivided thirty-one one-hundredths. Still this purchase was not found to be sufficient to accommodate the tremendous increase in freight and passenger business, and in 1869 the directors of the Boston and Lowell Railroad and the Eastern Railroad (whose Boston station was next to that of the Lowell road) applied to the Legislature for permission to take all the land lying between Andover and Lowell streets and Causeway and Minot streets. Its assessed valuation for taxes in 1868 was about \$700,000. The proposed arrangement with the Eastern Railroad contemplated a sale to them of the then Lowell station and bridge and about four acres of land in Cambridge. After the Legislature had passed the required act the Eastern Railroad at the last minute refused to avail themselves of it, and the whole project came to nothing. Accordingly, to increase its own freight facilities, the Boston and Lowell Railroad obtained permission from the Legislature to purchase about thirty acres of wharf and flats at the mouth of the Mystic river for a harbor terminus. This purchase fronted on Boston harbor, below all bridges, and connected on three sides with broad docks. Upon its completion and the erection of suitable structures upon the wharf, President Crowninshield, in a circular to the stockholders, said that : "Our facilities for the reception and delivery and transportation of water-borne freight will not be excelled by those of any road in New England."

The Mystic River branch railroad was constructed in 1873 from the main line of the Lowell road at Somerville to the new Mystic docks.

During the years that immediately followed the close of the Civil War the foreign commerce of Boston declined sensibly, due to the lack of through western railroad connections and poor deep water terminals. In 1867 an attempt to operate an American line of steamers between Boston and Liverpool failed disastrously, and in the next year the Cunard line suspended its sailings from Boston altogether, their steamers arrived in Boston, but found their outward freights in New York. The want of a direct through railroad between Boston and Chicago, controlled by New England capital, was severely felt. In 1869, through the untiring efforts of President Crowninshield and Mr. John H. George, the counsel of the Boston and Lowell Railroad, an act was passed by the Massachusetts Legislature to incorporate the Great Northern Railroad Company. That bill provided that the Boston and Lowell, the Nashua and Lowell, the Concord and the Northern Railroads, all dividend paying and free from debt, and extending from Boston to White River Junction, might unite, either all or any two of them, and form a corporation under the name of the "Great Northern Railroad Company"; that, having united and formed such a corporation, they then, by purchase or lease, or by union upon terms specified in the bill, might absorb the roads extending from Boston to Ogdensburg, N. Y.; and with further authority to purchase and maintain a line of steam navigation upon the great lakes, thus forming, under one management and one corporation, an efficient line from Boston to Chicago,—a line of rail 405 miles in length to the lake, there connecting with steamboats, which, under all the arrangements then existing, had divided equally at Ogdensburg with the railroads, thus making Ogdensburg half the distance, so far as price was concerned, from Boston to Chicago, and, collated with that view, making the distance from Boston to Chicago, 810 miles.

After a severe struggle the bill had received the sanction of the Massachusetts Legislature, with scarcely any



STEAMER WILLIAM TIBBETS
Salem & New York Line
1871

final opposition, but the New Hampshire Legislature refused permission to unite the various roads under this bill. The cry was raised throughout the whole State of New Hampshire that this was a Massachusetts project and that should it succeed New Hampshire would be placed under the control of Boston capital. Nobody could or would see that the proposed railroad consolidation would prove of vital importance to all the New England States, and so the whole scheme came to naught.

Another plan to consolidate the Lowell and Fitchburg roads was tried in 1873 and also failed, which stopped for some time any further attempts to unionize the Massachusetts railroad system. During 1871-72 an attempt was made to make use of Salem's water facilities, and a line of propeller steamers, the "Wm. Tibbets", "Norwich", "Alliance" and "Zodiac", was started between that port and New York, running in connection with the Salem and Lowell Railroad. Large expectations were entertained of freight traffic, which, unfortunately, were not realized, and after about a year the line was given up.

A more successful experiment was when the Boston and Lowell Railroad took, in 1872, a twenty year lease of Phillips wharf in Salem and made arrangements with the Central Railroad of New Jersey and the Philadelphia and Reading Railway whereby large cargoes of coal were brought to Salem in steamers belonging to the two before mentioned companies and then transported to Lowell via the Salem and Lowell road.

This was the beginning of a very successful business which was carried on for many years and has only been given up quite recently. In the meantime the Boston and Lowell had not neglected to expand its local business; it must be remembered that there were then no trolley cars, and the suburban travel meant much more to the railroads than it does to-day. The Stoneham branch, extending from East Woburn to Stoneham, and opened in 1862, was at first leased, and later, in 1870, bought by the Lowell road. The same year saw the purchase of the Lexington and Arlington Railroad, 10 miles long, which had been opened in 1864 and at first operated by the Fitch-

burg road. To protect themselves, the directors of the Boston and Lowell thought the purchase of this line highly desirable. This road was later extended eight miles to Concord under the name of the Middlesex Central Railroad, but was leased before it was completed, in 1872, to the Boston and Lowell road, at six per cent upon an agreed cost. In 1872, also, the Massachusetts Legislature had chartered the ill-starred Massachusetts Central Railroad, with authority to construct a line from Boston to Northampton, Mass., a distance of about 100 miles. The Massachusetts Central contracted with the Boston and Lowell for the use of their terminal facilities and service in Boston for twenty years, and they were also to have the use of a track to be built on land owned by the Lowell road between Boston and Arlington. The compensation was to be fixed for five years, and thereafter subject to periodical revision as business should increase. Unfortunately the Massachusetts Central soon became involved in a quagmire of financial difficulties, work on the road was temporarily given up, and the agreement was later the cause of much trouble to the Lowell management. To meet these and other financial requirements the capital of the Boston and Lowell Railroad had been raised in 1870 from \$2,215,000 to \$3,000,000. At this time the rolling stock of the joint roads consisted of 46 locomotives, 57 passenger cars, 26 baggage cars, and 1130 freight cars. The need of a new passenger station in Boston was now imperatively felt, and in 1872 Messrs. Francis B. Crowninshield and George Stark, the president and general manager, were appointed a committee to superintend the construction of the new terminus. It was built on Causeway street, over and around the station of 1857, which was torn down when the new building was completed, in December, 1873. This building is still in use and now forms the southerly end of the present Union Station. While it was in the process of construction Messrs. Crowninshield and Stark were both much ridiculed for building such a large station (the largest then in Boston, its train shed covered just short of two acres), for the wisecracks asserted that no railroad could ever, by any possible chance, need such large ac-

commodations. It covered a total area of three and one-fourth acres, the head house had a frontage of 205 feet on Causeway street and a depth of about 130 feet. The general offices of the company were housed within this building. The roads then operated by the Boston and Lowell consisted of :

Main line, Boston to Nashua,	40 miles
Mystic River Branch,	2 "
Lexington Branch,	16 "
Woburn Branch,	2 "
Stoneham Branch,	3 "
Lowell and Lawrence R. R.,	13 "
Salem and Lowell R. R.,	20 "
Stony Brook R. R.,	13 "
Wilton R. R. as extended,	26 "
Total,	135 miles

In 1873 fifty passenger trains daily departed and arrived in the Lowell station in Boston; through trains, "with Pullman palace cars attached," for northern New Hampshire, Vermont, Canada, Ogdensburg and the West, left at 7 and 8 A. M. and 5 and 6 P. M. A theatre train for Lowell and Nashua was run on Wednesdays only at 11.15 P. M.; a Sunday train (then a great innovation) was also provided, leaving Nashua at 7.45 A. M. and returning from Boston at 4 P. M. The severe panic of 1873 proved a complete "crusher" to railroad interests, the storm swept away millions upon millions of railroad investments, and the country from Maine to California was strewn with these monetary wrecks. Owing to its strong financial position, the Lowell road faced the commercial depression, which lasted for several years, as well if not better than any other transportation line in the country, dividends were cut, but never passed entirely, salaries and wages were reduced ten per cent, and some trains were taken off, but this was nothing compared to what happened to many other railroads.

During 1873, also, a rival line known as the Nashua, Acton and Boston Railroad, was built and opened for the avowed purpose of diverting from the Lowell road the local and

through business of Nashua and the various Northern roads. The distance from Boston to Nashua by that line was six miles longer than by the old road, but the new trains were expressed through, and their local fares reduced fifteen per cent below those on the Lowell. Notwithstanding these inducements, the attempted rivalry only resulted in disaster to its projectors. The next few years saw the adoption by the Boston and Lowell and the other New England railroads of many safety devices which, until the Revere disaster on the Eastern Railroad, had been little thought of.

These were the system of running trains by telegraph, the use of steel instead of iron rails, electric signals, the Miller platform and coupler, etc. The "vacuum safety brake" was then thought by many railroad managers to be superior to the Westinghouse air brake (patented in 1869), and was adopted by the Lowell management. Their road had always been operated with the utmost care, which resulted in a remarkable freedom from accident. In 1874 a new iron bridge across the Pawtucket canal, at Lowell, was completed, at a cost of \$25,000. The next year Mr. Stark, who had been for many years the general manager, resigned, owing to a difference of opinion with the directors as to the future management of the company. His place was temporarily taken by Mr. John B. Winslow, the superintendent, and afterwards permanently filled by Hon. Hocum Hosford, a large dry goods merchant of Lowell, who had been a director for many years.

On August 29, 1877, on the Pennsylvania wharf in Salem, took place the worst accident that ever befell the Boston and Lowell Railroad. The steamboat "Plymouth Rock" had made an excursion trip from Salem to the Isles of Shoals and return, and among the three thousand persons on board was a large delegation from Lowell, for whose benefit an extra train was to be run on the steamer's return. This took place at about 8 P. M., and while the crowd was coming up the wharf the long train of cars was drawn down (not backed) by the shifting engine in charge of engineer John Goodspeed. It was said the locomotive's headlight was not lighted, although the con-

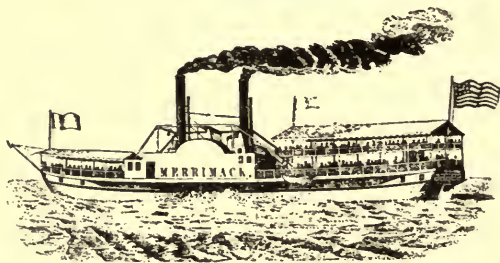
ductor testified he went in front of the engine waving a lantern. At any rate several persons were caught between the cars and the eastern side of the track, along the entire length of which ran a boxed-in water pipe, so that, were a train passing, there would be not more than seven inches of space. Mr. Joseph W. Swasey, his wife, son, and Mrs. Swasey's sister, Miss Gifford, were crushed to death, and several others injured, luckily but slightly. This accident caused a great stir at the time. A short time before, on May 8, 1877, Hon. Francis B. Crowninshield, who for twenty-two years had been the president of the united roads, died very suddenly at his home in Marblehead. The directors elected Hon. Thomas Talbot to take his place, and soon thereafter the storm which had been for some time brewing, burst. For several years past the directors and stockholders of the Nashua and Lowell road had complained that their proportionate share of the earnings, 31 per cent, was not enough, while on the other hand the Boston and Lowell management thought it too much. In 1872 a new method had been adopted of computing the share of each partner in the net earnings, and this increased the dissatisfaction of the Nashua and Lowell interests. The man who for years had managed to keep the peace between the various roads was no longer there, and, after a series of acrimonious meetings, offers and counter offers between the directors of the Boston and Lowell and Nashua and Lowell roads, the twenty year agreement between them was not renewed when it expired in 1878, and the two properties were again separated. A division of the rolling stock took place, in which the Boston and Lowell retained 44 locomotives, 64 passenger cars, 22 baggage and smoking cars, and 1152 freight cars. The engines and cars of the latter road were re-lettered "Boston and Lowell", a title which was hereafter adhered to until the lease to the Boston and Maine.

Charles E. Paige, for many years the station-master at Lowell, was elected superintendent of the Nashua and Lowell, and C. V. Dearborn treasurer. The inconvenience and extravagance of having these two short lines operated independently soon manifested itself. Train and engine

crews had to be changed at Lowell, thus necessitating an extra number of men. The locomotives of the Nashua and Lowell road had to be so arranged as to run six times a day, back and forth, to make a day's work. It was found extremely difficult to get the connecting roads at Nashua to so schedule their trains that that amount of work could be done, and both companies found their running expenses mounting higher than other railroads doing a fair business. The situation was further complicated by endless quarrels as to the joint use of the Lowell passenger station, the Nashua and Lowell Railroad having their general offices in the second story of this building.

Finally mutual friends interfered, and on Oct. 28, 1880, the Boston and Lowell road leased the Nashua and Lowell for ninety-nine years. By the terms of the agreement the Boston and Lowell were to pay nine per cent annually on the Nashua stock, to buy their interest in the Boston freight and wharf terminals, and to assume its other leases and investments. At this time Judge Josiah G. Abbott had succeeded Mr. Talbot in the presidency of the Lowell road. The increase of trains and the frequency of their movement across the street near the Middlesex street station in Lowell, had by 1878 become a source of great annoyance to the business of that thoroughfare. To obviate this the directors of the Boston and Lowell, acting in concert with the Lowell city government, resolved to cut out and widen the ledge, so as to admit of the construction of a long and commodious train house within its walls, leaving the station as a head house. This work was performed by Messrs. Ward and Gray, and considered quite a feat of engineering. The next year (1879) the old arch bridge at Chelmsford street, Lowell, was removed and a new one built. In 1880, also, an agreement was entered into between the Boston and Lowell and Massachusetts Central Railroads which provided for the operation of the latter property (when completed and accepted) by the former. It was believed that the new road would afford to central and western Massachusetts new and convenient railroad facilities, and give the Boston and Lowell a permanent western line,

Lowell Island.



On and after **FRIDAY**, the 15th day of **August**, the Steamer

MERRIMACK

Will leave Phillips Wharf for Lowell Island at 7¹/₂, 9, A.M., 2¹/₂, 4¹/₂, P.M.
Will leave Lowell Island for Phillips Wharf at 8, A.M., 1¹/₂, 3¹/₂, 7, P.M.

During the intervals between the above-named hours, the Steamer will make excursions in the Bay, and to adjoining ports, as may be specially contracted for.

Passage between Phillips Wharf and Lowell Island, [each way] 15 cents.

Tickets for sale on board the boat, or to be bought during the passage.

Meals are furnished at the Island at 25 cents. Sailboats, fishing lines
at a reasonable charge.

arrangements may be made for the transportation of Parties over the several Railroads, upon application to

I. D. SHEPARD,
34 FRONT STREET, SALEM, MASS.

August, 14. 1851.

WM. PORTER, MASTER, T. D. BERRY, COOK, SALEM

with mileage sufficient to enable it to more profitably develop its terminal facilities.

During August, 1880, the directors of the Lowell road entered into a contract with the directors of the Concord Railroad of New Hampshire by which the two properties were to be managed as one. The agreement was to begin Sept. 1, 1880, and to last five years, the Concord road receiving forty per cent and the Lowell road sixty per cent of the net earnings. Unfortunately disagreements soon arose which prevented the hoped for result, a large reduction in expenses, and the contract was terminated by mutual consent on March 1, 1883.

Mr. Hosford, the general manager, died in 1880, and the directors elected Henry C. Sherburne, superintendent of the Concord Railroad, to fill the position, and at the same time Mr. Charles E. A. Bartlett was made treasurer. To Mr. Hosford must be credited the introduction of the Westinghouse air brake (at first only used on the through trains), and the switch tower and system of interlocking switches used at the southerly end of the Lowell depot. Mr. Herbert C. Taft, former station agent at Lowell and the author of an interesting pamphlet, "Early Days of Railroadings", informs the author that this switch tower was the first successful one opened in the United States, and the prejudice was so strong against it among railroad men and officials that, although completed in 1881 and used to some extent, it was not officially opened until Dec. 26, 1882. The tower operated about thirty switches and its advantage over hand switches was very soon demonstrated, and today every large railroad yard in the country is equipped with tower switches and signals.

James P. Ramsey, who had previously had experience with towers in England, where they were first introduced, assisted in installing the one in Lowell, and for twenty years was its foreman after it was put in operation.

Early in May, 1883, the unfortunate Massachusetts Central Railroad was surrendered by its stockholders into the hands of the trustees of the first mortgage bondholders. The directors of the Boston and Lowell made every effort to keep the line in operation, but without success. Later on, in 1885, a contract was entered into with the

trustees of the Massachusetts Central for the operation and completion of the road between North Cambridge and Jefferson's. During the 1880's the Boston and Lowell Railroad Corporation, by lease and purchase, gradually expanded from a small road 26 miles long into one of the largest railway systems in New England. In fact, about this time it came to be generally known as the "Lowell System." On June 1, 1884, it assumed control by lease of the Northern of New Hampshire and Boston, Concord and Montreal Railroads, thus giving it (with the exception of the Concord Railroad) a through line to Canada. Great opposition to these leases was manifested in New Hampshire and litigation was begun in connection therewith which had far reaching results on the future of the Boston and Lowell. In the meantime the road had acquired so much mileage that it had become unwieldy to manage as a unit, and it was accordingly divided into divisions, each with its own superintendent.

The Southern division comprised the Boston and Lowell proper, the Nashua and Lowell, Manchester and Keene (that extended from Greenfield, N. H., to Keene, and a half interest in which had been bought in 1883), and Nashua, Acton and Boston roads. The Northern division was formed of the Northern and Boston, Concord and Montreal roads. Later on two more divisions were made; one known as the Vermont division, which was composed of the St. Johnsbury and Lake Champlain Railroad and a White Mountain division which extended from Woodsville to Fabyans, N. H. On April 30, 1885, the new Bedford and Billerica branch was opened, which practically furnished a third track between Boston and Lowell. During 1884, Messrs. Edwin Morey and Charles S. Mellen had been elected respectively president and general superintendent.

The lease of the Boston and Lowell and allied roads to the Boston and Maine in 1887, although rather a sudden step at the time, was largely because of the necessity of combining and holding together the various properties, too small in themselves for successful separate operation. This had been admitted by all parties for many years, but the question had also become inextricably mixed up with

Massachusetts and New Hampshire politics, some of it of a not very high order, and the political ambitions of certain prominent men, chief among whom was the late Frank Jones, also figured largely.

In March, 1887, after a suit brought by the minority stockholders of the Northern Railroad of New Hampshire, the Supreme Court of that State rendered a decision in which they declared the lease of that road to the Boston and Lowell invalid.

This precipitated a serious situation, for the latter company especially, as regards the Boston and Montreal through line.

The directors of the Boston and Lowell accordingly proposed a lease of their system to the directors of the Boston and Maine, as they thought the management of the latter road, by means of their already existing leases and contracts with other companies, would be better able than they to affect a consolidation of the "upper" roads. The lease was ratified by the stockholders of both lines, and took effect in June, 1887, but dated back to the previous April. It was to run for 99 years, the Boston and Lowell stockholders were guaranteed dividends at the rate of 7 per cent yearly until 1897, and after that at the rate of 8 per cent. The Boston and Lowell corporation were to assume the responsibility of their own leases. At this time the Lowell stock stood at 174 and the bonds (7's) at 114; the par value of the stock which had been \$500 per share had been reduced to \$100 in 1885, by dividing each share into five. The lease was not viewed with delight by many of the stockholders, especially those of the Nashua and Lowell Railroad. In the annual report for 1887 of the latter company the directors say to the stockholders: ". . . the directors of the latter Co. (the Boston and Lowell) entered into an arrangement with the Boston and Maine by which it retires from the active management of its own property and turns over the same to the Boston and Maine. . . . This arrangement, if consummated, will have an important bearing upon your rights and interests. . . . Your directors have not been consulted on this matter by the directors of these corporations, and are informed and believe that they do

not deem it necessary to obtain your consent to this very radical change in the situation of your property. . . . If the Boston and Maine sees fit to trust to the ability of the Lowell to turn over your road and earnings to them, and should this attempt fail . . . to benefit your road, and it falls back into your possession and control, you will have little occasion for grief."

On May 25, 1887, just before the Lowell lease took effect, the Connecticut and Passumpsic Rivers Railroad was leased to the Boston and Lowell for 99 years at 5 per cent per annum. The entire situation as regards the northern New England railroads, complicated as it was and soon to be only a dim memory of the past, is best summed up in an editorial which appeared in the Boston Daily Advertiser for June 4, 1887.

"A GREAT RAILROAD PROBLEM.

Years ago, when railroad communication was first opened between Boston and Montreal, the event was deemed so interesting that the President came on from Washington to be present at the celebration. Since then roads from Boston to the north have been under warring managements, and have labored under difficulties which have stood in the way of the development to which they were entitled. In New Hampshire and Vermont a succession of legal difficulties have prevented their united working. Of late the Boston & Lowell road has endeavored to obtain possession by lease of a complete line between this city and Montreal, a project which, in its main features, seemed likely to succeed until the New Hampshire Supreme Court broke it up. Now the Boston & Maine road is believed to have practically acquired the Lowell and is attempting to consolidate the upper roads. By means of leases and traffic contracts, it has a line extending from Montreal down to White River Junction, and from Boston by one route to Lowell, and by another to Manchester, N. H. It will now ask the New Hampshire Legislature to allow by statute the Northern road from White River Junction to Concord to be leased to it, so that it will thus control all the direct communications between Boston and the north, save the compact and val

uable system of the Concord road, extending from Nashua to Concord.

It is the current belief that the lease of the Northern to the Maine will be authorized. It has been in effect twice made, and only broken because a minority of the Northern stockholders fought it. A provision of law whereby such dissentient stockholders may be bought out will doubtless be passed. Such a provision was inserted in the Colby bill, which became law in New Hampshire in 1883, but was stricken out at the instance of the Maine people, who were just then planning to acquire the Eastern, and did not wish to be made to buy the minority stock of that road, though now they may wish that they had done so. But what they did not want in 1883 for the Eastern road, they do want now for the Northern, and they will probably get it.

The control of the Northern has long been desired by the Concord, and its managers might now be in possession had they been on the alert. When the court declared the lease to the Lowell invalid, the Concord road endeavored to secure a lease. Terms were made on a 5 per cent basis, but, thinking they had the matter perfectly in hand, the Concord managers stipulated that the 4000 shares of Concord stock now in the treasury of the Northern road should be sold at \$100 a share to parties in the Concord interest. To this the Northern managers would not agree, as the market price was some 25 per cent higher, and the affair was stopped. Later the Passumpsic road was leased to the Lowell on a 5 per cent basis for 10 years and 6 per cent basis thereafter. Their ideas of the value of their property increased by this transaction, the Northern managers asked the same terms of the Concord people, were hastily refused, and then made another lease with the Lowell on the same terms, which is likely to be ratified by the Legislature.

If this proves true, the Boston & Maine and its allies will reach from Boston to Montreal, unchecked save by the 32 miles of Concord track between Nashua and Concord, and a war to the knife will follow. To all outward appearances, only one result can follow. The Concord is a locally owned road. All its directors are New Hamp-

shire men, who boast of its success as a matter for state pride. With its trifling capital of \$1,500,000, and no debt, it pays 10 per cent dividends and finds difficulty in disposing of its surplus so that it will not have to be paid into the State treasury. Out of this overflowing surplus side roads were acquired, like those to Lawrence and to Portsmouth from Manchester, on whose stock 10 per cent also has been paid. But the managers have not apparently roused to the sagacity of the Boston & Maine, which within a few weeks has bought away the Lawrence road from the Concord's control, thus giving the Maine an entrance into Manchester, and also entitling them, under their claim on behalf of the Lawrence road, to two-fifths of all the property of the Concord road, built or purchased from the joint profits of the Concord and Lawrence roads, and embracing valuable rights at Concord and Manchester. In the loss of the Northern and Lawrence roads to the Maine, the Concord seems to have made an irreparable mistake; and while it has secured the ownership of the Boston, Concord & Montreal road, now under a contested lease to the Lowell, that is not an especially valuable property to the Boston & Maine combination, providing the Northern road, which furnishes a more feasible route to Montreal, is given over to it.

So it appears that by a series of stratagems the Maine road controls both the northern and southern connections of the Concord. On the other hand, the Concord is the only link between the separated lines of the Maine system, but the lines can be united by an 18-mile track from Concord to Manchester, which, with the permission of the Legislature, the Maine people could easily build, and then the Concord road would be quite at its mercy.

So thorough a proceeding, however, is not likely to be necessary. The Concord road, even at its present high price, is only worth in the market some \$3,450,000, a considerable part of which is already in Boston & Maine hands, while the 4000 shares in the Northern treasury cannot be voted while the present Concord managers control the majority of its stock, still it could probably be bought if enough money was paid. It would be high,



THE THIRD BOSTON STATION
Built in Causeway Street
1873

but the Boston & Maine even then could better afford to buy the Concord than to parallel it.

But the appeal to State pride and to local interest is made upon the New Hampshire Legislature in order to allow nothing to be done that will destroy the independence of the Concord road and throw it into the hands of the Boston & Maine. This appeal may do once, but it will not avail permanently. Something more tangible must be offered, or the whole northern system between here and Montreal will fall into the hands of the Maine. We are not now discussing the advisability of that. The fact however is patent. What then can prevent it? To our minds only one thing. The State owns a reversionary interest in the Concord road at its cost. Last year it earned over 30 per cent upon its capital stock. Suppose the State should pay its owners the \$1,500,000 to buy their stock, with possibly the 36 per cent of unpaid dividends to which it is claimed the stockholders have a right, amounting to \$2,040,000. It would acquire a property which netted last year \$480,000. The money could be borrowed at 3 per cent, and the road would pay the State a yearly profit of \$400,000. If ever a State was justified in running a railroad, this is the case. It would be a source of great profit, and, in addition, the State would control forever the great traffic of the Merrimac valley.

This, and the ultimate control of the Boston & Maine system, are the alternatives for our great rail routes to Montreal; routes which have always been controlled in New Hampshire by virtue of legislation and courts, though Massachusetts largely furnished the money to build them, and the great terminal facilities at Boston. Now, for the last time, Massachusetts is trying again to get possession of these roads, and New Hampshire to retain her control apparently must sooner or later go to an extreme of legislation, that of State ownership, which she has heretofore avoided, or the heaviest capital and the control of the terminals will finally effect their logical result in railroading, and a Boston corporation for the first time control the railroad lines 'twixt here and Montreal."

For some years after the lease of the Boston and Lowell Railroad the Boston and Maine ran it under the name

of the "Lowell System," but about 1892 this title was dropped and that of "Southern Division" adopted in its stead, which is still retained. During the recent financial troubles of the Boston and Maine and consequent doubt as to their ability to pay the Lowell rental, there was much talk about the latter road once more becoming independent. In fact, the Boston and Lowell, with its leases of a through line to Canada, its ownership of 40 per cent of the Boston Union Station, the East Cambridge freight terminals and the Mystic wharf property, was rather considered to have been the "tail which wagged the dog."

A few words regarding the older employees whose faces were familiar to travellers of a generation or more ago may not be out of place.

— Bartlett, James Locke, Joseph Piper, General Michael T. Donohoe, Emery Thayer, and L. S. Bean were the old-time station agents in Boston. General Donohoe had had a very gallant record with the 3rd New Hampshire Infantry during the Civil War, retiring with the rank of brevet brigadier general. He was then employed as conductor and afterwards as Boston station-master by the Boston and Lowell. Charles E. Page was long employed in the same capacity in Lowell, afterwards becoming superintendent of the Nashua and Lowell when it was run independently in 1878.

Among the well known conductors of years ago were: Emery Thayer, — Carter, on the main line, Jonathan Gould and Thomas Young on the Woburn branch. Alexander and James Colby ran through between Boston and Concord, N. H. Conductor Emery Graves ran a trip from Salem to Lowell in the morning, from thence to Ayer Junction and back during the day, returning to Salem at night. From the point of view of consecutive service conductor W. G. Trumbull is now the oldest employee of the Boston and Lowell still running trains, he having entered the road's employ in 1869. The present Boston and Maine locomotives numbered 830 and 831 are the old "Pegasus" and "Æolus" respectively of the old Boston and Lowell. Quite a few of their passenger cars are also in active service.

The equipment of the Boston and Lowell was always superior to that of the Boston and Maine, and the management in the hands of men of larger calibre. At the time of the lease of the Boston and Lowell to the Boston and Maine the old employees of the former, it is said, felt very badly, as they thought they were making a poor swap of employers from the progressives of the Boston and Lowell to the hitherto picayunes of the Boston and Maine. Even in the late 80's the Boston and Maine had light rails with wooden fish plates (tie bars) on their main line, and their express locomotives were mostly of the 35 ton class and were not equipped with the Westinghouse brake. Block signals were almost unknown. At that time the Boston and Lowell had several 60 to 80 ton express locomotives, Hall and Union block signals, and the Westinghouse brake on all passenger equipment. The Boston and Lowell still maintains separate officers and offices, principally for the transaction of its financial business.

APPENDIX 1.

LOCOMOTIVES OF THE NASHUA AND LOWELL RAILROAD
COMPANY IN 1850.

Number and Name	Weight in Tons	No. of Wheels	Dia. of Cylinders	Length of Stroke	No. of Drivers	Builders and Cost
Mars, No. 1	10	6	11-in	18-in	2	R. H. Dunham & Co. \$6,000, 1838
Jehu, No. 2	10	6	11-in	18-in	2	R. H. Dunham & Co. \$6,000, 1838
Roebuck, No. 3	10	6	11-in	18-in	2	Locks & Canal Co. Lowell, \$6,500, 1839
Lion, No. 4	18	8	15-in	18-in	4	Hinkley & Drury, \$6,450, 1844
Nashville, No. 5	18	8	14-in	18-in	4	Hinkley & Drury, \$7,000, 1847
Indian Head, No. 6	18	8	14-in	18-in	4	Hinkley & Drury, \$7,000, 1847
Wilton, No. 7	19	8	14-in	18-in	4	Taunton Loco. Co. \$7,524, 1848
Paugus, No. 8	23	8	16-in	20-in	4	Boston Loco. Co. \$8,000, 1848
Rolla, No. 9	18	8	14 in	18-in	4	Boston Loco. Co. \$6,965, 1849
Logan, No. 10	23	8	16-in	20-in	4	Boston Loco. Co. \$7,240, 1850

APPENDIX 2.

PASSENGER CARS OF THE NASHUA AND LOWELL RAILROAD
COMPANY IN 1850.

Year	Num- ber	Kind	Builders	Cost	Present Value (1850)
1838	3	8-wheeled	Myers & Bliss	\$4,041	\$360
1839	4	Baggage, 24 seats	Built by the Co.	6,984	275
1840	1	.....	Built by the Co.	1,616	1,100
1845	1	8-wheeled	Bradley & Rice	1,800	1,150
1847	1	8-wheeled	Davenport & Bridges	1,858	1,350
1848	2	8-wheeled 64 seats each	Davenport & Bridges	3,990	3,385
1849	2	8-wheeled 64 seats each	Davenport & Bridges	3,940	3,600
1850	4	Express and Baggage	Built by the Co.	3,200	2,865

APPENDIX 3.

MASSACHUSETTS RAILROAD SYSTEM IN 1851. EACH OF THE
ROADS ENUMERATED BELOW WAS RUN INDEPEND-
ENTLY UNLESS OTHERWISE NOTED.

Name of Road	Miles operated including branches	Cost
Berkshire	21	\$ 600,000
Boston and Lowell.....	28	1,945,647
Boston and Maine	83	4,021,607
Boston and Providence.....	53	3,416,233
Boston and Worcester.....	69	4,882,648
Cape Cod.....	29	626,543
Connecticut River.....	52	1,798,825
Eastern	75	3,624,152
Essex (operated by the Eastern)....	21	537,869
Fitchburg.....	66	3,552,283
Fitchburg and Worcester.....	14	259,074
Grand Junction.....	6	763,844
Lexington and West Cambridge(oper- ated by the Fitchburg).....	7	242,161
Lowell and Lawrence.....	12	333,254
Nashua and Lowell.....	15	621,215
New Bedford and Taunton.....	21	498,752
Newburyport.....	9	106,825
Old Colony.....	45	2,293,535
Fall River (oper. by the Old Colony)	42	1,068,167
Peterboro' and Shirley.....	14	272,647
Pittsfield and North Adams.....	18	443,678
Providence and Worcester.....	43	1,824,797
Salem and Lowell.....	17	316,943
South Reading Branch.....	8	231,601
South Shore.....	11	420,434
Stockbridge and Pittsfield.....	22	448,700
Stoney Brook (operated by Nashua and Lowell).....	13	265,527
Stoughton Branch (operated by Bos- ton and Providence).....	4	93,433
Taunton Branch.....	12	307,136
Troy and Greenfield.....	67	.....
Vermont and Massachusetts	77	3,406,244
Western (now Boston and Albany)...	156	9,963,709
Worcester and Nashua.....	46	1,410,198

APPENDIX 4.

LOCOMOTIVES OF THE BOSTON, LOWELL AND NASHUA
RAILROAD IN 1860.

Name	Date of Construc- tion	Builders	Remarks
Boardman	1857	Wm. Mason	First coal burner
Boston	....	Mason Machine	
Cloud	....	Lowell Machine	Inside connections
Eagle	....	" "
Essex	....	" "	Inside connections
Factory Girl	1850	Hinckley	" "
Higginson	1856	"	
Jesse Bowers	....	Amoskeag	Inside connections
Lion	1844	Hinckley	
Logan	1850	"	Inside connections
Lowell	....	Blood, Manchester	
McNeil	1847	Hinckley	Inside connections
Middlesex	....	Amoskeag	" "
Milford	....	Lowell Machine	" "
Muzzey	....	Hinckley	
Nashville	1847	"	Inside connections
Paugus	1848	"	" "
Pennichuck	....	Taunton	
Rolla	1848	Hinckley	Inside connections
Rumford	....	"	" "
Sailor Boy	1850	"	Inside connections
Storow	1853	"	
Tiger	....	"
Vesta	....	Baldwin Loco. Works	
Wilton	....	Mason Machine	Inside connections
Woburn	....	Hinckley	" "
Wm. Sturgis	....	Lowell Machine	
Transport	1850	Hinckley	Inside connections

APPENDIX 5—BOSTON AND LOWELL RAILROAD. INCOME AND EXPENSE ACCOUNT, 1835 TO 1880 INCLUSIVE.

Year	Receipts	Operating Expenses, Rental and Interest	Accumulation of Sinking Fund	Net Profits	Dividends of that year, Net	Rate per cent. Net	Surplus of the year	Deficiency of the year	Profit and Loss
1835.....	\$ 64,654 39	\$ 19,125 36	...	\$ 45,529 03	\$ 45,000 00	3 1/2	\$ 529 03	.....	\$ 529 03
1836.....	165,124 30	75,326 11	.....	.....	20,000 00	2	59,798 19	.....	60,327 22
1837.....	180,770 04	78,508 17	.....	102,261 87	105,000 00	7	.....	\$2,738 13	57,589 09
1838.....	191,778 57	75,597 94	.....	116,180 63	105,000 00	7	11,180 63	.....	68,769 72
1839.....	250,380 57	92,151 44	.....	158,229 13	132,000 00	8	26,229 13	.....	94,998 85
1840.....	245,707 78	91,400 17	.....	154,307 61	138,000 00	8	16,307 61	.....	111,306 46
1841.....	267,541 34	119,469 32	.....	148,072 02	144,000 00	8	4,072 02	.....	115,378 48
1842.....	279,310 68	165,174 79	.....	113,135 80	144,000 00	8	.....	30,864 11	84,514 37
1843.....	277,315 06	202,081 77	.....	74,203 29	144,000 00	8	.....	69,686 71	14,817 66
1844.....	316,900 88	169,293 88	.....	147,615 70	144,000 00	8	3,615 70	.....	18,433 36
1845.....	356,067 67	179,042 13	.....	177,025 54	144,000 00	8	33,025 54	.....	51,458 90
1846.....	384,102 29	212,232 62	.....	171,868 67	144,000 00	8	27,868 67	.....	79,327 57
1847.....	448,555 90	253,408 60	.....	195,147 24	144,000 00	8	51,147 24	.....	130,474 81
1848.....	461,339 35	268,707 46	.....	192,631 96	144,000 00	8	.....	.....	179,106 76
1849.....	466,044 36	266,098 31	.....	53,946 05	146,400 00	8	.....	92,453 95	86,652 81
1850.....	406,421 00	257,884 03	.....	148,536 97	146,400 00	8	2,136 97	.....	88,789 78
1851.....	409,152 88	268,029 67	.....	141,123 21	146,400 00	8	.....	5,276 79	83,512 99
1852.....	388,108 37	257,227 83	.....	130,881 04	118,950 00	6 1/2	11,931 04	.....	95,444 03
1853.....	434,599 99	320,501 65	.....	114,098 34	109,800 00	6	4,298 34	.....	99,742 37
1854.....	442,491 65	354,478 82	.....	78,012 83	54,900 00	3	23,112 83	.....	122,855 20
1855.....	480,754 85	366,120 07	.....	123,634 78	109,800 00	6	13,834 78	.....	136,689 98
1856.....	490,793 23	385,346 88	.....	105,386 35	73,200 00	4	32,186 35	.....	168,576 33
1857.....	372,525 55	232,417 47	\$ 253 01	140,361 08	109,800 00	5	48,861 09	.....	217,757 42
1858.....	368,263 94	249,369 57	1,276 48	160,208 90	109,800 00	6	50,408 90	.....	268,146 32
1859.....	525,490 74	336,369 57	2,352 13	181,473 30	155,500 00	8 1/2	25,923 30	.....	294,069 62
1860.....	474,882 21	386,113 83	3,319 79	162,088 17	146,400 00	8	15,688 17	.....	309,767 79
1861.....	479,586 60	360,280 34	4,507 28	123,803 44	105,225 00	5 1/2	18,578 44	.....	328,336 23
1862.....	411,887 47	312,088 50	5,763 28	105,562 25	73,200 00	4	32,362 25	.....	360,698 48
1863.....	480,216 32	359,809 71	6,367 32	126,773 93	109,800 00	6	16,973 93	.....	377,672 41
1864.....	628,622 64	480,103 91	8,258 71	156,417 34	118,950 00	6 1/2	37,827 34	.....	415,499 75
1865.....	754,540 42	643,545 49	9,734 82	120,729 75	109,800 00	6	10,929 75	.....	426,429 50
1866.....	980,163 37	799,554 99	16,145 31	196,753 69	146,400 00	8	50,353 79	.....	476,783 19
1867.....	958,685 33	796,560 35	16,250 86	195,908 85	166,120 00	28	16,089 49	.....	173,321 53
1868.....	976,209 24	793,944 05	17,468 91	182,209 49	175,280 00	8	47,933 80	.....	221,255 42
1869.....	1,054,805 07	850,949 72	19,358 64	223,218 80	177,200 00	8	54,060 94	.....	275,306 36
1870.....	1,097,019 63	887,569 05	21,900 86	231,250 94	177,200 00	8	54,060 94	.....	354,998 85
1871.....	1,206,631 42	952,749 96	24,731 03	237,712 49	178,720 00	8	59,692 49	.....	374,416 62
1872.....	1,263,969 67	1,103,389 68	27,657 78	218,137 77	209,920 00	8	.....	.....	428,626 41
1873.....	1,420,314 47	1,200,912 06	4,627 38	264,029 79	208,000 00	7	.....	9,734 72	418,791 69
1874.....	1,296,317 11	1,107,576 17	8,923 34	198,265 28	.....	.....	.....	122,645 98	296,246 71
1875.....	1,182,918 76	1,317,266 39	11,801 65	.....	.....	.....	.....	.....	382,968 45
1876.....	1,115,007 28	1,041,168 29	12,863 75	86,722 74	.....	.....	86,722 74	.....	491,776 24
1877.....	1,126,361 71	1,028,361 70	11,407 78	108,807 79	65,000 00	.....	108,807 79	.....	453,611 51
1878.....	1,071,411 35	972,006 41	9,655 24	108,460 18	65,000 00	2	43,460 18	.....	551,702 80
1879.....	1,190,307 92	1,035,871 23	8,654 60	154,436 69	130,000 00	2	29,081 29	.....	680,789 29
1880.....	1,381,969 49	1,240,229 65	17,546 65	141,730 84	.....	4	29,081 29	.....	.....

APPENDIX 6.

COMPONENT PARTS FORMING THE PRESENT BOSTON AND MAINE SYSTEM.

Old Boston and Maine Railroad.

Boston and Maine	Lowell and Andover
Boston and Portland	Manchester and Lawrence
Andover and Haverhill	Medford Branch
Andover and Wilmington	Methuen Branch
Boston and Maine extension	Newburyport Railroad
Danvers Railroad	Georgetown Branch
Dover and Winnepesaukee	Orchard Beach Railroad
Kennebunk and Kennebunkport	Portland and Rochester
York and Cumberland	

Eastern Railroad.

Portland, Saco and Portsmouth	South Reading Branch
Portsmouth and Dover	Marblehead and Lynn
Portsmouth, Great Falls and Conway	Wolfboro Railroad
Great Falls and South Berwick Branch	Essex Branch
Rockport Railroad	Newburyport City Railroad
	Eastern Railroad proper

Worcester and Nashua
Nashua and Rochester
Worcester, Nashua and Portland

Boston and Lowell System.

Boston and Lowell	Stanstead Branch
Nashua and Lowell	Stoneham Branch
Salem and Lowell	Stony Brook Railroad
Central Massachusetts	Wilton Railroad
Connecticut and Passumpsic River	Boston, Concord and Montreal
Lexington and Abington	Concord Railroad
Lowell and Lawrence	Concord and Portsmouth
Manchester and Keene	Nashua, Acton and Boston
Massawippi Valley	Mystic River Railroad
Middlesex Central	Northend Railroad, N. H.
Peterboro Railroad	St. Johnsbury & Lake Champlain
	Vermont Valley Railroad

Fitchburg System.

Boston, Barre and Gardner	Southern Vermont Railway
Boston, Hoosac Tunnel and Western	Troy and Bennington
Brookline and Milford	Troy and Boston
Brookline and Pepperell	Troy and Greenfield and Hoosac Tunnel
Cheshire Railroad	Vermont and Massachusetts
Fitchburg Railroad proper	Winchendon Railroad
Hoosac Tunnel and Saratoga	White Mountains Railroad
Monadnock Railroad	New Boston Railroad
Peterboro and Shirley	Pemigewasset Valley

Connecticut River Railroad
Mount Washington Railway
Sullivan County Railroad
York Harbor and Beach Railroad
Mechanicsville and Fort Edward

ADDITIONAL NOTES TO THE JAMES HOWE BRANCH.

BY M. V. B. PERLEY.

183. EBENEZER HOWE was born in Methuen, 8 Sept., 1762, and died at his residence in Holderness, N. H., 15 April, 1829. I have no doubt his mother's maiden name was Sarah Saville, born in 1830, according to her gravestone, to Thomas and Mary (Harraden) Saville, Gloucester.

He married, 8 Jan., 1782, Hannah Mallon, born 11 May, 1764, to Capt. James and Hannah (Parker) Mallon, probably daughter of Timothy and Priscilla (Carlton) Parker of Reading, and died 15 April, 1844, in Holderness, N. H.

Ebenezer was a pensioner. His first enlistment was 25 Sept., 1778, as private, under Capt. John Davis and Col. Jonathan Cogswell, for 3 months and 9 days, when he was 18 (16) years old, 5 feet and 8 inches tall, and of light complexion.

Children of Ebenezer and Hannah Howe:—

- 1.* EBENEZER, b. 18 Feb., 1782.
2. PARKER, b. 29 Mar., 1784; d. 16 April, 1867.
- 3.* JAMES, b. 19 Feb., 1786.
4. —, b. —.
5. KENDALL, b. —; m. Mary —, and died in Baltimore.
6. BETSEY, b. in 1791; m. 24 Sept., 1809.
7. ABIGAIL, b. —, and m. Phineas Holmes.
8. HANNAH, b. —; m. Newell Barry.
9. NANCY, b. 8 Aug., 1797, New Hampton; m., Holderness, 5 Dec., 1854, Jonathan Barry.
10. ASENATH, b. —; m. John Frederick Barry(?).
11. JOHN, b. —, 1800; m. Lucinda Sanborn of Guilford, N. H.

A child's number with an asterisk sign() is a family number also.

12. PERSIS, b. —, m. Samuel Blanchard.
13. SUSAN, b. —; m. James Shaw.
14. SALLY, b. —; m. Thomas Eastman.

1. EBENEZER HOWE was born 14 Feb., 1782, and married 21 April, 1810, Sally Foster of Boxford.

Children of Ebenezer and Sally Howe, born in Methuen :—

15. SALLY, b. 12 June, 1811.
16. JOHN FOSTER, b. 13 Mar., 1812.
17. RUBY FOSTER, b. 16 Dec., 1813; m. 27 Sept., 1831, Asa Harris.
18. MEHITABLE FULLER, b. 31 May, 1816.
19. LUCY, b. 9 April, 1818; m. 19 Feb., 1843, Aaron G. Bodwell.
20. EBENEZER, b. 18 Feb., 1821.
21. ALBERT, b. 8 Mar., 1826.

3. JAMES HOWE was born in Methuen, 19 Feb., 1786, and died in New Hampton, N. H., 6 Jan., 1862. His first wife was Martha Drake, born 3 Dec., 1785, and died 25 May, 1816. His second wife was Mrs. Rebecca (Wyatt) Wilson, widow of Jonathan Wilson of Campton, N. H. born 22 June, 1787, and died 6 Aug., 1876, at Laco-
nia, N. H. Her children by Wilson were: Elmira, b. 14 Feb., 1806; Hannah, b. 11 Oct., 1807; David, b. 14 July, 1809; Daniel, b. 19 June, 1811.

Children of James and Martha and Rebecca Howe :—

- 22.* LORENZO GILMAN, b. 26 Feb., 1810.
- 23.* JAMES MADISON, b. 22 Nov., 1811.
- 24.* HENRY DRAKE, b. 10 Mar., 1814.
25. NANCY DRAKE, b. 15 May, 1816; d. 8 May, 1873, Salem, Ill.
- 26.* HORACE FARNSWORTH, b. 16 April, 1817.
27. JOSIAH SANBORN, b. 2 Nov., 1818; m. Betsey Langley; children: Charles Langley, b. Lowell, 11 Feb., 1843, living; Silas Curtis, b. Lowell, 25 Oct., 1845, d. New Hampton, 6 Sept., 1850.
- 28.* AARON MALLON, b. 25 Dec., 1820.
29. HARRIET SIMPSON, b. 9 Oct., 1822; m. 1st, 19 Aug., 1845, Capt. Warren Michael, who was b. 8 Aug., 1821, to Michael H. and Rachel A. Kelley of New Hampton, N. H.; m. 2d, 16 May, 1871, Abraham L. Morrison, and had: Wyatt Warren and Park Herbert.
30. MARTHA DRAKE, b. 11 April, 1824; d. 18 Mar., 1876.
31. WILLIARD GIDDINGS, b. 16 Aug., 1826; d. Lowell, 20 Nov., 1906.

32.* GEORGE WALTER, b. 6 April, 1828.

33. ELIZABETH (dim. Betsey), b. 9 June, 1832; m. 10 April, 1850, Charles P. Stephens, and had Wyatt Mallon, b. Lake Village, N. H., 13 July, 1853, and Nellie Mattie, b. Lake Village, 6 Aug., 1860, who m. 1st, 3 Oct., 1880, Ebenezer Hoyt, and had Alice Louise and Louis Walter; and m. 2d, George Burnham Cox.

22. LORENZO GILMAN HOWE was born 26 Feb., 1810, and died in Lowell, 12 Nov., 1881. He married, 13 Mar., 1831, Dorcas Mallon, born 27 Aug., 1810, in Methuen, and died in Lowell, 1 July, 1896.

Children of Lorenzo G. and Dorcas Howe :—

34. LORENZO HARRISON, b. Boston, 22 Nov., 1831; d. Lowell, 21 Mar., 1894.

35.* GEORGE WILSON, b. 5 Jan., 1833.

36.* JAMES ALBERT, b. Dracut, Mass., 10 Oct., 1834.

37. LEONARD THURSTON, b. 16 July, 1840; d. Dracut, 22 Sept., 1841.

38. SYLVESTER, b. 10 Aug., 1842; d. Dracut, 13 Jan., 1843.

39. RUBY FRANCES, b. Dracut, a part now Lowell, 8 May, 1844; m. 8 May, 1870, John Whittmore Farwell, b. Waltham, Mass., 17 April, 1842; living in Cohasset, Mass.; no issue. Mrs. Farwell made diligent search in the records and furnished very material aid on these pages.

40. EMILY ANNE, b. 18 June, 1848; d. Lowell, 29 July, 1875.

41. MARY IDA, b. 15 May, 1850; d. unm., 7 Feb., 1918.

42. LORENZO GILMAN, b. 18 Mar., 1853; d. Lowell, 29 July, 1879.

23. JAMES MADISON HOWE was born 22 Mar., 1811, and died 20 Mar., 1887. He married, 9 Aug., 1835, Sarah Kilburn Fowler, who died in Lowell, 7 June, 1902.

Children of James M. and Sarah K. Howe, all born in New Hampton, N. H. :—

43. SARAH ELIZABETH, b. 31 July, 1838; d. there 20 Mar., 1869; m. 31 Mar., 1867, Rev. J. K. Waite, who d. 29 Nov., 1872, and was buried in Mt. Auburn.

44. HENRY WARREN, b. 12 Jan., 1841; d. Lowell, 12 Feb., 1900; m. 14 May, 1868, Sarah Maria Haley. No children.

45. HARRIET FRANCENA, b. 5 May, 1842; d. 15 Oct., 1917; m. 10 Jan., 1866, Greenleaf C. Brock, and had Willie Warren, b. Ayer, Mass., 26 Oct., 1866, d. 27 Feb., 1867.

46. MARRIETTA FELECIA, b. 15 Sept., 1845; d. New Hampton, 3 Feb., 1847.

47. CELESTA E., b. 12 Nov., 1848; d. New Hampton, 11 Sept., 1850.

24. HENRY DRAKE HOWE was born 10 Mar., 1814, and died 20 June, 1899, in Lanark, Ill. He married, 2 Feb., 1836, Eliza A. Johnson, born 10 Sept., 1810, and died 1887.

Children of Henry D. and Eliza A. Howe :—

48. ISAIAH JOHNSON, b. Sandwich, N. H., 31 Jan., 1839; d. 25 June, 1863.

49. ORLANDO B., b. 27 Feb., 1844.

50. ELMIRA W., b. Sandwich, 14 Oct., 1850; d. Fairhaven, Ill., 12 May, 1863.

51. REBECCA H., b. 22 Jan., 1853; d. 7 or 14 June, 1863.

26. HORACE FARNSWORTH HOWE was born in New Hampton, N. H., 16 April, 1817, and died in Lowell, 30 Dec., 1879. He married, 14 July, 1842, Caroline Smith, born in Marlboro, Vt., 18 Dec., 1821, to Joshua Smith of Rutland, Mass., and Isabel Smith of Oakham, Mass., and died in Lowell, 15 June, 1904.

Children of Horace F. and Caroline Howe :—

52. MARY JANE, b. 6 July, 1845; d. Lowell, 7 Mar., 1847.

53. ELLEN MARIA, b. 8 Oct., 1848; d. Lowell, 4 Jan., 1855.

54. CLARA AMANDA, b. 19 April, 1851; d. Lowell, 24 Aug., 1852.

55. ANNA CAROLINE, b. Lowell, 13 Dec., 1853; m. 21 Jan., 1880, Joseph Auld, Cove Head, P. E. I.; children : (a) George Percival, b. Rutland, Vt., 28 Jan., 1881, paymaster, rank of Lt. Com., Washington, D. C.; m. Madeline Swift, daughter of Rear Admiral Swift, Richfield Springs, N. Y.; child : Elizabeth; (b) Lillian May, b. Burlington, Vt., 8 May, 1883, d. 1907; (c) Helen Margueritte, b. 7 June, 1885.

56.* ELLA AUGUSTA, b. Lowell, 17 July, 1856.

57. FRANKLIN SUMNER, b. 21 Dec., 1858; d. Lowell, 27 May, 1859.

58. NELLIE ETTA, b. Lowell, 31 Dec., 1861; m. Samuel Elliott Wilson of Haverhill; no children.

59. ALICE EDITH, b. Lowell, 2 May, 1865; m. 9 May, 1893, George Louis Schubarth, now of Providence; children, born in Winthrop, Mass.: Howard Linnaeus, b. 3 Dec., 1893, and d. 1904; Louis, b. 9 July, 1897; Lorenzo, b. 1899, d. Somerville at 9 mos.; Eleanor Howe, b. 6 April, 1901.

28. AARON MALLON HOWE was born in Sandwich, N. H., 25 Dec., 1820, and died in Rockford, Ill., 26 June,

1889. He married, 31 July, 1846, E. L. Bean, of Sandwich, N. H.

Children of Aaron M. and E. L. Howe :—

- 60. WYATT M., b. Sandwich, 1 Jan., 1849; m. 5 Jan., 1871, Sarah M. Weir.
- 61. CELESTA E., b. 21 Oct., 1850; d. 29 Jan., 1863.
- 62. HARRIET K., b. 28 May, 1854; m. 31 Aug., 1871, James L. Weir.
- 63. MARIA M., b. Salem, Ill., 21 May, 1856; m. 2 Jan., 1877, Willard S. Burwell.
- 64. ROGER B., b. 12 Aug., 1862; d. Salem, Ill., 14 Jan., 1863.
- 65. FRANK P., b. 8 June, 1868; d. 8 Sept., 1868.

32. GEORGE WALTER HOWE was born 6 April, 1828, and died in Laconia, N. H., 22 April, 1912. He married, 1st, Joanna B——, born 12 Jan., 1825, and died 28 Mar., 1859. He married, 2d, Francena E. Morrison, Claremont, N. H., born 2 Mar., 1840, and died 1 Mar., 1907.

Child of George W. and Francena E. Howe :—

- 66. DEWITT CLINTON, b. Claremont, 21 Sept., or 11 Oct., 1872; now of Concord, N. H.; 3d wife, Katharine B. —, b. 29 Dec., 1888; children by 1st and 3d wives: Daniel W., b. 21 Sept., 1901, d. 6 Sept., 1912; Constance, b. Concord, N. H., 29 Nov., 1915; and another later.

35. GEORGE WILSON HOWE was born 5 Jan., 1833. He married, 1st, in Sandwich, N. H., 20 Aug., 1862, Ann Eliza Bean, who died in West Buxton, Me., 7 Jan., 1865. He married, 2d, at Portsmouth, 12 Sept., 1866, Emily Roby Hobson, of West Buxton, who died in Lowell, 17 Mar., 1906.

Child of George W. and Ann E. Howe :—

- 67.* WILLIARD BEAN, b. West Buxton, 7 Dec., 1864.

36. JAMES ALBERT HOWE was born 10 Oct., 1834. He was Dean of Bates College, Lewiston, Me. He married, first, at Oldtown, Me., 17 Sept., 1863, Rachel Elizabeth Rogers. He married, 2d, Julia R. Woodman, who was born in Minot, Me., 22 Oct., 1840, and died, without issue, 5 Jan., 1902. He is living in Belmont, Mass.

Children of James A. and Rachel E. Howe :—

- 68.* PERCY ROGERS, b. N. Providence, R. I., 30 Sept., 1864.

69. **BLANCHE**, b. Johnson, R. I., 26 Jan., 1868; m., Lewiston, 9 Aug., 1900, Charles Jenny; children, b. in Belmont: Elizabeth, b. 2 Sept., 1901; Warren, b. 26 June, 1904; Charles, b. 3 Sept., 1905.

51. **ORLANDO B. HOWE**, born 27 Feb., 1844; married, 24 Nov., 1867, Elmira Green, born 18 Sept., 1851. Children of Orlando B. and Elmira Howe:—

70. **ELMIRA W.**, b. 16 Sept., 1868; m. 25 Dec., 1894, Henry S. Marks.
 71. **CORA B.**, b. 6 Aug., 1870; m. 12 Sept., 1893, Harry B. McLaughlin; child: C. Harold, b. 5 Sept., 1894.
 72. **REBECCA H.**, b. 12 Sept., 1873; m. 18 Sept., 1895, Frank Buffington; child: Lorenzo Packard, b. 4 Jan., 1897.
 73. **WILLIAM H.**, b. 31 Oct., 1875; d. 2 May, 1881.
 74. **FRANK O.**, b. 9 Oct., 1888.

56. **ELLA AUGUSTA HOWE** was born in Lowell, 17 July, 1856, and married there, 25 Oct., 1876, George Henry Hobson, who died in Brookline, Mass., 23 Aug., 1913.

Children of George H. and Ella A. Hobson, now living:

75. **ALICE ELEANOR**, b. Dorchester, 5 July, 1877; and m. there 5 Jan., 1907, Thomas Coggeshall Eayrs; now of Detroit; children: Thomas Coggeshall, b. Chicago, 13 Jan., 1908; Eleanor Hobson, b. Dorchester, 27 May, 1909; Louise Knowles, b. Cincinnati, 26 Mar., 1911; Caroline Howe, b. Detroit, 21 Jan., 1917.
 76. **SARAH**, b. Lowell, 14 Mar., 1879; m., Dorchester, 28 Oct., 1909, Thomas Groom; two sons, b. 2 July, 1910, and 17 Oct., 1916, d. at births. Mrs. Groom has generously helped in this compilation, and her research has furnished another clue to the "Nathaniel Browne of Haverhill" of John's family, No. 12.
 77. **DOROTHY LANGLEY**, b. Dorchester, 7 May, 1885; m., Dorchester, 2 June, 1911, Harlan Trimble Piedmont; children: Harlan Trimble, b. Dorchester, April, 1912; Dorothy Langley, b. Worcester, 16 July, 1913; Barbara Howe, b. Worcester, 12 Dec., 1915; John Hobson, b. April, 1917.

67. **WILLIARD BEAN HOWE** was born 7 Dec., 1864. He married his "half cousin", Annie Howe Bean of Stamford, Ct., born 3 Feb., 1865, in South Malden, now Everett, Mass.

Children of Williard B. and Annie H. Howe :—

- 78. DAVID WILLIARD, b. Burlington, Vt., 22 June, 1892; 1st lieutenant, now in France.
- 79. RUBY F., b. Burlington, 2 Mar., 1894.
- 80. KATHARINE E., b. 14 Feb., 1896.
- 81. ELIZABETH, b. 11 July, 1898.
- 82. GEORGE FREDERICK, b. 1 July, 1901; summer house, Cedar Beach, Vt.
- 83. EDWARD GILMAN, b. Burlington, 19 Jan., 1903.
- 84. LAWRENCE PRESCOTT, b. 25 Nov., 1905.

68. PERCY ROGERS HOWE, born N. Providence, R. I., 30 Sept., 1864, and married, 21 Dec., 1891, Rose Alma Hilton, born Canaan, Me., 9 Sept., 1864.

Children of Percy R. and Rose A. Howe :—

- 85. JAMES ALBERT, b. Lewiston, Me., 16 Nov., 1892.
- 86. JOHN FARWELL, b. Lewiston, 3 Jan., 1897. These two sons are in the World War—James, in the American army, John in the French.

Haverhill record: "Married May 27, 1812, Mrs. Hannah Gay to John Howe." We have no knowledge of her but that revealed in our fruitless search for him. In the proceedings against her for guardianship, no mention is made of a husband, but she is called the daughter of Samuel Barber several times.

James Gay married Abigail Pell, who died 8 Dec., 1796, aged 33, and 13 Jan., 1803, Hannah Barber, daughter of Samuel and Rebecca (Harris) Barber, who were married 28 Dec., 1764, and died—he 29 Dec., 1818, aged 84, and she 13 Sept., 1802, aged 71.

Hannah Howe was petitioned under guardianship by the selectmen of Haverhill, the Judge advising, for intemperance, debauching and idleness, 12 June, 1816. Hannah Howe, widow, died in a fit, 31 Mar., 1847, aged 81 yrs. 6 mos., born then in Sept., 1765.—*Probate* 14044.

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